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FLAGS OF THE WORLD

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Pl. I. *Frontispiece.*

Nelson's Signal at Trafalgar.

PLATE I.

Nelson's Signal at Trafalgar.

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FLAGS OF THE WORLD

PAST AND PRESENT

THEIR STORY AND ASSOCIATIONS

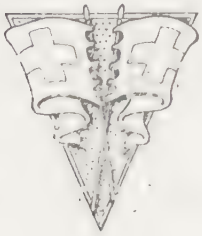
BY

W. J. GORDON

Author of "The Way of the World at Sea" etc.

WITH OVER 500 ILLUSTRATIONS BY

W. J. STOKOE



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PREFACE

THERE is no more interesting subject than flags to old and young, and none so little known to the majority owing to there being no general guide to their story and associations, personal, historical and heraldic. Even our national flag has only of late years been talked about in our Council Schools as has been done for years in the United States of America where every public school flies the flag which developed so strangely from that of the East India Company as told herein, with all the missing links for the first time supplied.

Every one should know the history and meaning of the Royal Standard and the Union, the difference between personal flags and national flags and between an ensign and a jack, and also the glorious record of the honours on our regimental colours and the badges of Greater Britain met with afloat and ashore all round the world; and surely something is desirable regarding the flags of foreign nations beyond a hazy acquaintance with a few of them and the limited knowledge of flag etiquette that leads to so many unintentional breaches of courtesy.

Of late years much new matter on the subject of flags has been rendered available to students of the national records, particularly as regards signalling, a mystery on which the strangest opinions are held. Hardly any one knows how it originated and became the complicated system it seems to be; whence the

large space devoted to flag-signalling in these pages wherein for the first time the full story is told.

Another and more noticeable feature will be found in the coloured plates. Pictures of flags ought at least to be accurate not only in colour but proportion, and the shapes that are obsolete should not appear again and again, for flags, like all things else, alter to suit a change of conditions. How many people are there who know, or would ever know from the coloured sheets, that ensigns were once a quarter as long again as their width, then half as long again, and now are twice as long, the length having increased with the increase of speed and the change of rig limiting the space from which they are flown? This is a point of much importance to which Mr. W. J. Stokoe in his admirable illustrations has given special attention, his drawings of existing flags being all in accordance with the official measurements.

The late Mr. F. E. Hulme, F.S.A., in his volume issued some twenty-five years ago under the same title as this work, dealt very ably and fully with the antiquarian side of the subject, and acknowledgment is due for such points as the introductory chapter of the present volume owes to his research. But the important changes that have arisen during the lengthy period since the issue of Mr. Hulme's book have necessitated an entirely new presentation, both textually and pictorially, in the endeavour to ensure that accuracy of detail demanded by the public of to-day.

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CHAPTER I

INTRODUCTORY

SYMBOLS are sacred things: and one of the chief that every man holds dear is the national flag. Deep down in our nature is the strong emotion that swells the heart and brings the tear and makes us follow the flag and die round it rather than let it fall into the hands of an enemy. This is no new emotion, no growth of a few generations, but an inheritance from the ages before history began.

When man became what we know as man the need of a token distinguishing family from family occurred to him, leading him on to totemism, which in some of its aspects is practically heraldic. A special sign by which he could be known from others must have been adopted early; and from this, as a generalization of the totem, came the tribal symbols which in time developed into those distinctive of nations and took the form of the insignia from which we eventually derived our flags.

Around these venerable symbols memories gathered which made them emblems of the triumphs and sacrifices of the community: and the influence remains. We salute the Colours as we salute the King as the personification of the State. The Union Jack, the Tricolour, the Stars and Stripes, the Dannebrog are the pride of those born beneath them and tell of the glories of the

past, the hopes of the future, and the duty, if need be, to die for the people of which the flag is the symbol.

The earlier national symbols were ordinary images or badges wrought in metal, stone or wood, and carried at the top of a pole or spear. Thus the host of Egypt marched to war beneath the sacred emblems of their gods or the fan of feathers of the Pharaohs, while the Assyrian insignia were circular discs bearing devices such as a running bull or two bulls tail to tail, both these and the Egyptian having occasionally in addition a small streamer attached to the staff immediately below the device. The Greeks in like manner used symbols of their deities such as the owl of Athens, or legendary animals like the pegasus of Corinth, the minotaur of Crete, the bull of Boeotia, and, strangest of all, the tortoise of the Peloponnesus, though Homer makes Agamemnon use a purple veil as a rallying signal.

The sculptures of Persepolis show us that the Persians adopted the figures of the sun, the eagle and the like which in time were replaced by the blacksmith's apron. In Rome the original standard was the simple wisp of straw which has now come so low in the world as to be used by our roadmenders and hung under our bridges as a sign of no thoroughfare. Under the later Dictators this gave place to a hand erect; or the figure of a horse or wolf or other animal was used until the eagle alone was adopted. Pliny tells us that Marius in his second consulship ordered that the Roman legions should have the eagle only as their standard. "For before that time the eagle marched foremost with four others, wolves, minotaurs, horses and bears, each one in its proper order. Not many years passed before the eagle alone began to be advanced and the rest left behind in the camp. But Marius rejected them altogether, and since then there has rarely been a camp of a legion in winter quarters

without a pair of eagles"—the eagle being the bird of Jove.

There were, however, other insignia. The vexillum or cavalry flag was according to Livy a square piece of textile material fixed to a cross-bar at the end of a spear, often richly fringed and either plain or with devices, and was undoubtedly a flag; and the insignia which distinguished the allied forces from the Roman legions were also more or less flags, as may be seen on the sculptured columns of Trajan and Antonine, the arch of Titus, and many coins and medals of ancient Rome. Later on the Romans adopted for their auxiliaries the dragon of Parthia which in time became the standard of the Emperors of the West and the origin of the golden dragon of Wessex and the red dragon of Wales. The Jutes carried the rampant white horse, at first as an image, which became the flag of the Men of Kent; the Danes carried the raven, also at first as an image and then as a flag which when captured in 878 was a small triangular banner, fringed, bearing a black raven on a blood-red field. The Gauls fought under a carved lion, bull or bear until they adopted the Roman eagle. The Imperial Standard or Labarum of Constantine and his successors resembled the cavalry vexillum. It was of purple silk richly embroidered with gold, and, though generally hung from a horizontal cross-bar like that we now know as a banner, was in later days occasionally displayed in accordance with present usage by attaching one of the sides to a staff—a style adopted from the Saracens.

The Roman standards were guarded with religious veneration in the temples of the chief cities, and, after Christianity was adopted, and particularly after the emperor's portrait appeared on them, in the churches; and modern practice follows ancient precedent. At the presentation of colours to a regiment a solemn service of

prayer and praise is held, for which there is a special service book, and when they return in honour, torn and tattered from victorious conflict, they are reverently deposited in some church or public building, such as the forty in Edinburgh cathedral, never to be removed until nothing is left but the staff on which they were borne.

The Israelites, besides their tribal devices, carried the sacred standard of the Maccabees with the initial letters of the Hebrew text, "Who is like unto Thee, O Lord, among the gods?" The Emperor Constantine caused the sacred monogram of Christ (the Ch R, being the two first letters of Christos) to be placed on the Labarum which when the degenerate successors of Theodosius had ceased to appear in person at the head of their armies was deposited as a venerable but useless relic in the palace of Constantinople. The sacred standard of the Turks, fabled to have been given to Mohammed by the angel Gabriel, was used by the prophet as a curtain which, when he was dying, was torn down by Ayesha and given by her to serve as the chief banner of Islam, and it is still preserved, being of green silk on a pole surmounted by a golden hand that holds a copy of the Korân. Pope Alexander II sent a consecrated white banner to William of Normandy previous to his expedition against Harold, and the Normans fought under it at Hastings; and when the armies of Christendom went forth to rescue the Holy Land from the infidel they received their banners from the foot of the altar. For centuries banners were so consecrated and delivered, the practice being familiar to many as the motive of Longfellow's *Hymn of the Moravian Nuns*:—

> "Take thy banner! May it wave
> Proudly o'er the good and brave;
> When the battle's distant wail
> Breaks the sabbath of our vale,

When the clarion's music thrills
To the hearts of these lone hills,
When the spear in conflict shakes,
And the strong lance shivering breaks.

Take thy banner! and, beneath
The battle-cloud's encircling wreath,
Guard it!—till our homes are free!
Guard it!—God will prosper thee!
In the dark and trying hour,
In the breaking forth of power,
In the rush of steeds and men,
His right hand will shield thee then.

Take thy banner! But, when night
Closes round the ghastly fight,
If the vanquished warrior bow,
Spare him!—By our holy vow,
By our prayers and many tears,
By the mercy that endears,
Spare him!—he our love hath shared:
Spare him!—as thou wouldst be spared!"

This recognition of the King of kings led to the captured banners of the enemy being at first placed over the tombs of victorious generals, and, later, hung in gratitude and thanksgiving in our churches and town-halls. Thus Speed tells us that on the dispersal and defeat of the Armada, Queen Elizabeth commanded solemn thanksgiving to be celebrated at St. Paul's, which was done on Sunday, the 8th of September, when eleven of the Spanish ensigns were hung, to the great joy of the beholders, as "psalmes of praise" for England's deliverance from peril. Very appropriately, too, in the chapel of Chelsea Hospital, the home of the old soldiers who helped to win them, were hung the flags taken at Martinique, Seringapatam, Barrosa, Salamanca, Waterloo and many another hard-fought struggle. At the United Service Museum there are quite a number of captured flags; and in like manner

the tomb of Napoleon I is surrounded, although on March 30th, 1814, the evening before the entry of the allies into Paris, about 1,500 flags—the trophies of Napoleon—were burnt in the courtyard of the Invalides to prevent their falling into the hands of the enemy.

The first reference to banners in England is in Bede's description of the interview between King Ethelbert and St. Augustine where the followers of the latter are said to have borne " a silver cross for a banner "—clearly showing that banners were then in use but St. Augustine did not have one. Banners of this type were formerly part of the usual ornaments of the altar and are still largely used to add to the pomp of religious processions. Heraldic and political devices upon flags are of later date, and even when these came freely into vogue they did not supplant ecclesiastical symbols. The banners of the original orders of Knighthood belong to the religious group. That of the Knights Hospitallers was a silver cross on a black field. The Templars carried before them to battle a banner black over white horizontal which they called Beauséant " because they were fair and favourable to the friends of Christ but black and terrible to His enemies." The Teutonic Knights bore the black cross patée on a white field which survives in the Iron Cross.

The national banner of England for centuries—the red cross of her patron St. George—was a religious one, and whatever other banners were carried this was the first in the field. The royal banner of Great Britain and Ireland in its rich blazonry of the lions of England and Scotland and the Irish harp, is a good example of the heraldic flag, while our Union Flag similarly symbolizes the three nations of the United Kingdom by the allied crosses, two of which are the old crosses of St. George and St. Andrew, the third being the saltire assigned to St. Patrick in the seventeenth century.

Ecclesiastical flags were often purely pictorial in character, being actual representations of the Trinity, the Madonna, or different saints. At other times the religious houses bore banners heraldic in character as the chiefs of the church were lords temporal, in respect of many of their possessions, as well as lords spiritual, and took their places by self or deputy among the fighting men at the head of the retainers they were required to maintain in aid of the national defence. In such cases the distinguishing banner of the contingent conformed in character to the banners of the other barons. In a ballad on the capture of Rouen by the English, in the year 1418 written by an eye-witness of the scenes described, we read how the English commander—

"To the Castelle firste he rode
And sythen the citie all abrode,
Lengthe and brede he it mette
And riche baneres up he sette
Upon the Porte Seint Hillare
A Baner of the Trynyte;
And at Porte Kaux he sette evene
A Baner of the Quene of Heven;
And at Porte Martvile he upplyt
Of Seint George a Baner breight;"

and not until this recognition of saintly aid was made did

"He sette upon the Castelle to stonde
The armys of Fraunce and Englond."

Henry V at Agincourt in like manner displayed on the field not only his own arms but in special prominence the banners of the Trinity, St. George and St. Edward. Such banners of religious significance were often borne from the monasteries to the field of battle while monks in attendance on them invoked the aid of Heaven during

the combat. In an old statement of accounts we read that Edward I made a payment of eightpence halfpenny per day to a priest of Beverley for carrying throughout one of his campaigns a banner bearing the figure of the St John, Bishop of York, who founded that monastery. This banner with those of St. Wilfrid from Ripon and St. Peter from York, all three displayed from a ship's mast fitted into a four-wheeled caroccio, were brought on to the field at Northallerton and constituted the standard from which that battle derived its name. At the battle of Lewes also Simon de Montfort displayed his standard from a pole rising from a car. The banner of St. Denis, the original oriflamme, was carried in the armies of St. Louis and Philip the Fair; and the banner of St. Cuthbert of Durham was borrowed by the Earl of Surrey and borne at Flodden where it so nearly lost its reputation of assuring victory to those who fought under it. It was suspended from a horizontal bar below a spear-head, and was a yard or so in breadth and a little more in depth, the lower edge having five deep indentations. The material was red velvet sumptuously enriched with gold embroidery, and in the centre was a piece of white velvet half a yard square having a cross of red velvet on it, the central portion protecting a relic of the saint. It had been in action before, at Neville's Cross where it is said to have done wonders for Queen Philippa.

In the old days religious banners were used at the obsequies of persons of distinction: thus at the burial of Arthur, Prince of Wales, the eldest son of Henry VII, we find a banner of the Trinity, another with the cross and instruments of the Passion depicted upon it; another of the Virgin Mary, and yet another with a representation of St. George. Such banners were ordinarily four in number, and carried at the four corners of the bier. Thus we read in the diary of Machyn who lived in the

reigns of Edward VI, Mary, and Elizabeth, that at the burial of the Countess of Arundel, October 27th, 1557, "cam iiij herroldes in ther cotes of armes, and bare iiij baners of emages at the iiij corners." Again, on "Aprell xxix, 1554, was bered my Lady Dudley in Saint Margarett in Westminster, with iiij baners of emages." Another item deals with the funeral of the Duchess of Northumberland, and here again "the iiij baners of ymages" again occur. Anyone having old records before them would find it easy enough to multiply illustrations of this use of pictured banners. These "emages" or "ymages" of old Machyn are of course not images in the sense of sculptured or carved things, but painted and embroidered representations of various saints.

A standard is that which stands by itself, as an upright post or pole, and the word came to be used as descriptive of the flag which flew from it, just as the Union Jack derives its name from the jack, or small upright spar in the ship's bows, from which it was originally flown as leading the ship into action. In England the term became applied to any flag of noble size that had the Cross of St. George next to the staff, with the rest of the flag divided horizontally into two or more stripes of colours, these being the prevailing colours in the arms of the bearers, or their livery colours, the edge of the standard being richly fringed or bordered, the motto and badges of the owner introduced, and the length considerably in excess of the breadth. Such standards were in use chiefly during the fifteenth century, though examples of earlier and later date are met with. In the Percy standard, for instance, the blue lion, the crescents, and the fetterlocks are all family badges, while the silver key shows relationship by marriage with the Poynings, the bugle-horn with the Bryans, and the falchion with the Fitzpaynes. The old badge of the Percies was the white lion statant—

"Who, in field or foray slack,
Saw the blanch lion e'er give back?"

—but Henry Percy, the fifth earl, turned it from white into blue. The silver crescent is the only badge of the family that has remained in continuous use, and we find frequent references to it in the old ballads.

The motto was an important part of the standard, though it is occasionally omitted. Its less or greater length or its repetition may cut up the surface of the flag into any number of spaces; the first space after the cross being always occupied by the most important badge, and in a few cases the spaces beyond being empty.

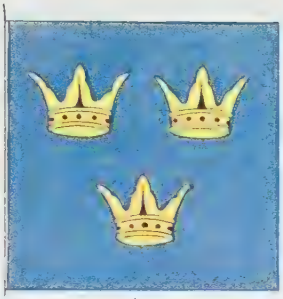
Standards in the true heraldic sense were not used until the reign of Edward III, who adopted as his own the royal arms with the blue field of the French quarter extended along to the end bearing a row of golden lilies, the red of the English quarter being similarly continued bearing a row of passant golden lions. Though exceptions are rare a standard is not necessarily of two colours, one above the other, nor is it always edged. The rule is laid down in the Harleian Manuscripts No. 2358 that "every standard or guydhome is to hang in the chiefe the Crosse of St. George, to be slitte at the ende, and to conteyne the crest or supporter, with the poesy, worde and devise of the owner," but standards were not always "slitte" at the end, for a few are found which were evidently pointed.

There is at the College of Arms a drawing of the standard of Sir Henry de Stafford, K.G., which is strictly in accordance with the description. It is charged with the banner of St. George, and, on a black over red field, has the white swan of the Bohuns with a ruddy crescent on the swan's breast as a mark of cadency, three silver Stafford knots and the motto "Humble et Loyal," and eight more knots

PLATE II.

Banners and Standards.

1. Banner of St. Edmund.
2. Banner of St. Edward.
3. Banner of St. Alban.
4. Banner of De Montfort.
5. Percy Standard.
6. Stafford Standard.
7. Douglas Standard.



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and a black and red edging or fringe. The cross of St. George is in all cases significant, showing that the bearer was first and foremost an Englishman.

Our mention of the Percy standard reminds us that one of the oldest flags in existence, the very standard of the Douglas at the battle of Otterburn, that is Chevy Chase, in 1388, is still in the possession of Douglas of Cavers at the family seat in Roxburghshire together with the trophy won on that occasion from Sir Henry Percy, known to us generally as Harry Hotspur, when he was surrounded and captured with his brother Ralph instead of being killed as in the ballad. It bears the saltire, the bleeding heart, the lion of Galloway and the silver star.

This standard is known as the Douglas Banner, which is not according to English usage, but the words were often used as synonyms though the two flags were distinct. Richard II, for instance, not only flew the royal banner, that is the royal standard now so called, but had a personal standard of his own — white and green, a white hart couchant between four golden suns, the motto "Dieu et mon droit," with two golden suns in the next space and four in the next. Henry V also had two, the personal one being white and blue, a white antelope standing between four red roses, the motto "Dieu et mon droit," and in the interspaces more red roses. Edward IV had a white lion and six white roses. While no one could have more than one banner, this being composed of his heraldic arms, the same individual might have two or three standards, these being mainly made up of badges he could multiply at discretion, and a motto or poesy he might change every day. Hence the standards of Henry VII were mostly green and white, which were the Tudor livery colours; or else white over blue edged with white and blue; in one was "a red firye dragon," in another "was peinted a donne kowe," in another the white swan of Bohun, while

yet another had a silver greyhound between red roses. Stow and others tell us that the two first of these were borne at Bosworth Field, and that after his victory there over Richard III these were borne in solemn state to St. Paul's, and there deposited.

We have seen that the pomp of funerals led to the use of pictorial flags from churches and abbeys, and with these were associated others that dealt with the rank and position of the deceased. Thus we find Edmonson writing as follows :—"The armorial ensigns, as fixed by the officers of arms, and through long and continued usage, established as proper to be carried in funeral processions, are pennons, guidons, cornets, standards, banners and banner-rolls, having thereon depicted the arms, quarterings, badges, crests, supporters and devices of the defunct : together with all such other trophies of honour as in his lifetime he was entitled to display, carry, or wear in the field ; banners charged with the armorial ensigns of such dignities, titles, offices, civil and military, as were possessed or enjoyed by the defunct at the time of his decease, and banner-rolls of his own matches and lineal descent both on the paternal and maternal side. In case the defunct was an archbishop, banner-rolls of the arms and insignia of the sees to which he had been elected and translated, and if he was a merchant or eminent trader, pennons of the particular city, corporation, guild, fraternity, craft, or company whereof he had been a member."

Unfortunately the names bestowed upon flags have varied from time to time, the various authorities differing in their definitions occasionally, so that, while the more salient forms are distinguishable, doubt creeps in when we endeavour to give a definite form to a name we meet with, particularly among the poets who have thought more of the general effect of the description and the necessities of rhyme and metre than of the accuracy of the terms they

have used. For instance Sir Walter Scott might have done better in his oft-quoted lines in *Marmion*:

"Nor marked they less, where in the air
A thousand streamers flaunted fair;
Various in shape, device, and hue,
Green, sanguine, purple, red, and blue,
Broad, narrow, swallow-tailed, and square,
Scroll, pennon, pensil, bandrol, there
O'er the pavilions flew."

Wherein the scroll is the narrow rectangular motto-ribbon which was never used by itself; the pennon, and not the pensil, being the swallow-tail; the pensil, that is the pencel, being the narrow pennant; and the bandrol the banner-roll mentioned by Edmonson above, which was never flown over a tent. Happier he was by far in the lines that follow:

"Highest, and midmost, was descried
The royal banner, floating wide;
The staff, a pine-tree strong and straight,
Pitched deeply in a massive stone,
Which still in memory is shown,
Yet bent beneath the standard's weight,
Whene'er the western wind unrolled,
With toil, the huge and cumbrous fold,
And gave to view the dazzling field,
Where, in proud Scotland's royal shield,
The ruddy Lion ramped in gold."

The banner in the earlier days of chivalry was usually square, though, later, it may be found greater in length than in depth, and in some early examples is considerably greater in depth than in its width from the lance, that is in its hoist than in its fly. The size, at one period, varied with the rank of the owner.

According to an ancient authority the banner of an

emperor should be six feet square; of a king, five; of a prince or duke, four; and of an earl, marquis, viscount, or baron three feet square. When we consider that the great function of the banner was to bear the coat-of-arms of its owner, and that this coat was emblazoned upon it and filled up its entire surface in just the same way that we find these charges represented upon his shield, it is evident that no form that departed far either in length or breadth from the proportions of the shield would be suitable for their display. Though heraldically it is allowable to compress or extend any form from its normal proportions when the exigencies of space demand, it is better to avoid this when possible.

The Rolls of Arms prepared on various occasions by the heralds form an admirable storehouse of examples. Some of these have been reproduced in facsimile, and are, therefore, more or less accessible, such as the roll of the arms of the spiritual and temporal peers who sat in Parliament in the year 1515, and the roll of Karlaverok. This Carlaverock, as Sir Harris Nicolas spells it, was the home of the Maxwells, Caerlaverock Castle, the Ellangowan of *Guy Mannering*, on the north side of Solway Firth at the mouth of the Nith, which it was necessary for Edward I to reduce on his invasion of Scotland in the year 1300; and its investment and all the details of the siege are minutely described by a contemporary writer, Walter of Exeter, the author of the romantic history of Guy Earl of Warwick about the year 1292; and he gives the arms and names of all the nobles engaged in it. This valuable old poem is written in Norman French of which the following passage is an example:—

> "La ont meinte riche garnement
> Brode sur cendeaus et samis
> Meint beau penon en lance mis
> Meint baniere desploie."

That is to say, there were many rich devices embroidered on silks and satins, many a beautiful pennon fixed on lance, many a banner displayed.

Of these numerous banners—over a hundred of them —we will give a few examples. One belongs to him "who, with a light heart, doing good to all, bore a yellow banner, and pennon with a black saltire engrailed, was called John Botetourte." afterwards admiral of the fleet of Edward II. Near it is the banner of Ralph de Monthermer, afterwards Earl of Gloucester and Hertford, the banner being the one he bore during the siege, which was that of Clare, the family whose honours he temporarily enjoyed, though he was attired in his own arms which were yellow with a green eagle. The six yellow martlets are the device of Emlam Touches, "a knight of good fame." The blue "with crescents of brilliant gold," was the banner of William de Rider, otherwise William de Rithre, banneret. Sir John de Holdeston, "who at all times appears well and promptly in arms," bore the fretted silver on the red field; while the three gold cinquefoils distinguish the banner of Hugh Bardolf, "a man of great appearance, rich, valiant and courteous," described as Lord of Wirnegey when a party to the letter from the barons to the Pope in 1301.

Prominent is the well known lion of the Percies which is here on the banner of Henri de Percy, styled Lord of Topclive in the same letter, who bought Alnwick Castle as a seat for the family. The red roundels are on the banner of "good Hugh de Courtenay," afterwards Earl of Devon; and by its side is that of the valiant Aymer de Valence, Earl of Pembroke, whose tomb is in Westminster Abbey. Below are the barbels of John de Bar; and our last example is the banner of Sir William Grandison who was so prominent in the Scottish wars.

As soon as the castle fell into Edward's hands he caused

his banner and those of St. Edmund, St. George and St. Edward to be displayed on its battlements. His banner is duly emblazoned with the rest in the Roll and is what we should now call the Royal Standard, which is a misnomer. The Royal Standard correctly speaking is the Royal Banner, since it bears the arms of the Sovereign in precisely the same way as our examples bear the arms of the knights with whom the King associated, and especially in the case of Montbermer whose banner was that which went with his domains. A standard was an entirely different kind of flag, but the term in its modern meaning is too firmly established to be beyond alteration, and, like Union Jack, which is also a misnomer, must be accepted under protest with regret.

The whole area of the mainsail of a mediaeval ship was often emblazoned with arms and formed one large banner, as may be seen in the illuminations and seals of the period. As early as 1247 we find Otho, Count of Guelders, represented as bearing on his seal a square banner charged with his arms, a lion rampant; and in a window in the cathedral at Chartres is a figure of one of the de Montfort's bobbing in his hand a banner of red and white. The banners of the Knights of the Garter, richly emblazoned with their armorial bearings, are hung over their stalls in St. George's Chapel, Windsor, while those of the Knights of the Bath are similarly displayed in the Chapel of Henry VII in Westminster Abbey, those of the Knights of St. Patrick in St. Patrick's Cathedral, and those of the Knights of St. Michael and St. George in St. Paul's. The knight's banner, like the pennon was as dear to him as his honour, hence the caution in books of chivalry: "from a standard or streamer a man may flee, but not from his banner or pennon bearing his arms."

In *The Story of Thebes* we read of "the fell beastes"

that were "wrought and bete upon their banres displaied brode" when men went forth to war. Lydgate, in the *Battle of Agincourt* writes :—

> "By myn baner sleyn will y be
> Or y will turne my backe or me yelde";

and tells us that at the siege of Harfleur Henry V

> "Mustred his meyn faire before the town,
> And many other lordes, I dar will say,
> With baners bryghte and many penoun."

And no one will forget Milton's fine lines :—

> "All in a moment through the gloom were seen
> Ten thousand banners rise into the air,
> With orient colours waving."

The trumpets of our Household Cavalry have the Royal Banner attached to them, a survival recalling the lines of Chaucer :—

> "On every trump hanging a brode bannere
> Of fine tartarium, full richly bete";

or Shakespeare's Constable of France in *Henry the Fifth*—which is more to the point—

> "I will a banner from a trumpet take,
> And use it for my haste."

The use of these banners and other flags was to distinguish different bodies of troops and to serve as rallying points in time of danger; and when armies moved into action the effect must have been very imposing. At Bouvines the English had 74 banners and 250 pennons, and the French 220 banners and 500 pennons; and Froissart observes, "it was a great beauty to behold the banners and standards waving in the wind, and

horses barded, and knights and squires richly armed." After the battle of Poitiers had been won, Chandos, according to Froissart said to the Black Prince, "Sir, it were good that you rested here and set your banner a-high in this bush, that your people may draw hither, for they be sore spread abroad, nor I can see no more banners nor pennons of the French party"—whereupon the banner was so set up and the trumpets and clarions began to sound. At the battle of Bouvines in 1214 Galon de Montigny who bore the banner of Philip Augustus drew attention to his master's imminent danger by continually raising and lowering the flag over the spot where the unequal combat was raging.

In the old chronicles and ballads many forms of flags are mentioned which are either obsolete or known under other names. The word flag is a generic one and cover all kinds. It has been said to be derived from the Anglo-Saxon fleogan, to fly or float in the wind, but it is not only English, but Swedish and Danish and German and Dutch, and in each language has the same meaning. Ensign is an alternative term expressing the idea of the display of insignia and was formerly used where we should now say colours. Milton describes a "bannered host under spread ensigns marching" where he evidently means insignia, and he tells us that

> "Ten thousand thousand ensigns high advanced.
> Standards and gonfalons 'twixt van and rear
> Stream in the air, and for distinction serve
> Of hierarchies, orders, and degrees."

In time the term became applied to the man as well as the flag, but the junior officers in the British infantry who till 1871 were known as ensigns were at an earlier period termed ensign-bearers.

A clear distinction between standard and banner is

made in the description of the flags borne at the obsequies of Queen Elizabeth—the great embroidered banner of England, the banners of Wales, Ireland, Chester, and Cornwall, and the standards of the dragon, greyhound, and falcon. In like manner Stow tells us that when King Henry VII took the field in 1513, he had with him the standard with the red dragon and the banner of the arms of England, and Machyn says that at the funeral of Edward VI, "furst of all whent a grett company of chylderyn in ther surples and clarkes syngyng and then ij harolds, and then a standard with a dragon, and then a grett nombur of ye servants in blake, and then anoder standard with a whyt greyhound." Later on in the procession came "ye grett baner of armes in brodery and with dyvers odere baners."

Standards varied in size according to the rank of the person entitled to them. A manuscript of the time of Henry VII gives the following dimensions:—for that of the king, a length of eight yards; for a duke, seven; for an earl, six; a marquis, six and a half; a viscount, five and a half; a baron, five; a knight bannaret, four and a half; and for a knight, four yards. In fact they come into the same category as the enormous ensigns and national flags worn by our warships, the largest white ensign made at Chatham being eleven yards long and the largest Union nine yards.

Richard, Earl of Salisbury, in the year 1458, ordered that at his burial there should be banners, standards, and other accoutrements according as was usual for a person of his degree. These were all regulated by the heralds who devised a kind of pictorial pedigree to surround the bier; and in state funerals the practice continued into the nineteenth century. At Nelson's funeral were the square bannerols with the arms of his family lineage and his banner of arms and standard were

borne in the procession; and it is worth noting that in his standard the cross of St. George was replaced by the Union, old England having then expanded into the United Kingdom. At Wellington's funeral there were ten of these bannerols announcing his pedigree, besides his banner and standard as also the national flag, and colours of the regiments he had led to victory. But bannerol in all its spellings is now a word of the past, and banner has undergone a change of meaning that misleads.

The guilds and companies of the middle ages had all their special banners that came out, as do those of their successors, on occasions of civic pageantry; and in many cases, as shown in the illuminated MSS. in the British Museum and elsewhere, they were carried to battle by the companies of men provided at the cost of those corporations. Thus we have a banner bearing a chevron between hammer, trowels, and mason's square, or between an axe and two pairs of compasses; while a third on its azure field bears a pair of golden shears. In the representation of a battle between the Flemings under Philip van Arteveld and the French, many of the flags therein introduced bear such devices as boots, shoes, drinking vessels, anvils and so on, owing to the fact that various trade guilds sent their contingents of men to the fight. In a French work on mediaeval guilds we find the candlemakers of Bayeux marching beneath a black banner with three white candles on it, the locksmiths of La Rochelle with a scarlet flag having four golden keys, the lawyers of Loudun under a flag with a large eye, those of Laval under a blue banner with three golden mouths; the Laval metal-workers bearing a black flag with silver hammer and files while those of Niort were distinguished by a red one with a silver cup and a fork and spoon in gold on either side, being probably goldsmiths and silversmiths as were those of Ypres who bore

a golden flagon and two golden buckles on a red, and not, as might have been expected, a diapered field.

Banners are now left at home when fighting begins, otherwise we might have history repeating itself and our City Companies contributing contingents distinguishable by their insignia—the Fishmongers under their dolphins and crowned fishes, the Grocers under their cloves, the Drapers under their crowned clouds and sunrays, the Goldsmiths hall-marked under their lions' heads, the Merchant Taylors under their tents, the Ironmongers under their ingots, the Haberdashers under their golden goats, the Mercers under their Virgin with her hair drying, the Vintners under their three casks, the Clothworkers under their hooks and teasel, the Skinners under their three crowns and ermine field, the Salters under their three boiled eggs, and the Gardeners under that mystery of mysteries the iron spade with which they have provided Adam. The banners of the City Livery Companies that now put in an appearance at the Lord Mayor's Show did a double duty. They were used on land and water. From 1436 to 1856 the pageant started from Paul's Wharf to Westminster in decorated barges, and returned from Westminster to Paul's Wharf where it came ashore and proceeded on horseback through the city. The 9th of November, however—until 1751 it was the 29th of October—was not always fine but generally wet or foggy, nor was the tide always on the flow, and the remembrance of several weary pilgrimages on the half-ebb through a seasonable drizzle, joined to the strong feeling of the City fathers against the Thames Conservancy Act, which took away from them the sovereignty of the river, led Sir Walter Carden in 1857 to abandon the venerable water pageant without regret.

A banner as generally understood now is the sort of

thing used by trade unions, friendly societies, and Sunday schools—a broad sheet of fabric hung from a crossbar between two poles, each carried in a sling by a man and stayed by two or three ropes hung on to by other men in windy weather when no harder work is known than that of a banner-bearer in a procession along the Thames Embankment, his burden nearly carrying him off his legs in anything of a breeze.

The Gonfalon or Gonfanon was in its latest form in England a square pennon fixed to the end of a lance like a small banner; but earlier, and on the Continent, it had two or three streamers or tails and was fixed in a frame made to turn like a vane, its object being "to render great people more conspicuous to their followers and to terrify the horses of their adversaries." The Italian cities had their municipal gonfalons, of much the same character as our trade society single banners, and the bearer was the gonfalonier who was annually elected. According to Wace, the Jersey chronicler, in the *Roman de Rou*, the banner given by the Pope to William of Normandy was a gonfanon:

"Son gonfanon fist traire avant,
Ke li Pope enveia";

and he helps us a little later on with

"Li Barunz orent gonfanons,
Li chevaliers orent penons."

When a knight had performed on the field of battle some especially valiant or meritorious act, it was open to the Sovereign to mark his sense of it by making him a knight banneret—a dignity attainable only by the rich owing to the retinue it entailed, and therefore frequently declined. Thus, in the reign of Edward III, John de Copeland was made a banneret for his service in taking prisoner

David Bruce, the King of Scotland, at the battle of Neville's Cross; Colonel John Smith, having rescued the royal banner at Edgehill, was in like manner made a knight-banneret by Charles I. The title does not seem to have been in existence before the reign of Edward I, and after this bestowal by Charles I we hear no more of it till 1743, when it was conferred upon several English officers by George II, upon the field of Dettingen.

The ceremony of investiture was in the earlier days very simple. The flag of the ordinary knight was of the form known as the pennon—a small, swallow-tailed flag like that borne by our lancer regiments. On being summoned to the royal presence, the king took from him his lance, and either cut or tore away the points of his flag, until he had reduced it roughly to banner form, and then returned it to him with such words of commendation as the occasion called for. The pennon so torn seems to have been preserved as a certificate, and a new banner made as soon as possible, for on the morning of the battle of Najara in 1367 we are told by Froissart that Sir John Chandos, who had been bannerettd, "brought his banner rolled up together to the Prince, and said 'Sir, behold here is my banner: I require you to display it abroad and give me leave this day to raise it; for, sir, I thank God and you, I have land and heritage sufficient to maintain it withal.' Then the Prince and King Don Peter took the banner between their hands and spread it abroad, the which was of silver, a sharp pile gules, and delivered it to him and said: 'Sir John, behold here your banner, God send you joy and honour thereof.' Then Sir John Chandos bare his banner to his own company and said: 'Sirs, behold here my own banner and yours; keep it as your own.' And they took it and were right joyful thereof."

It was an essential condition that the rank should be

bestowed by the Sovereign on the actual field of battle and beneath the royal banner. General Sir William Erskine, the hero of Emsdorf, was given this rank by George III. on his return from the Continent in 1764, four years after the battle; but as the investiture took place in Hyde Park and not in actual warfare, it was deemed irregular, and, the royal will and action notwithstanding, his rank was never recognized.

The Pennon is a small, narrow flag, forked or swallow-tailed which was carried on the lance. Our readers will recall the knight in *Marmion*, who

> "On high his forky pennon bore,
> Like swallow's tail in shape and hue";

and the knight in Chaucer's *Canterbury Tales*, that

> "By hys bannere borne is hys pennon
> Of golde full riche."

The pennon bore the arms of the knight which were in the earlier days of chivalry so emblazoned upon it as to appear in their proper position when the lance was held horizontally for the charge. The earliest brass extant, the one of Sir John Daubernoun, at Stoke d'Abernon Church, in Surrey, represents the knight as bearing a lance with pennon. Its date is 1277, and the device is a golden chevron on a blue field. In this example the pennon, instead of being forked, ends in a point.

The pennon was borne by those knights who were not bannerets, and the bearers of it were therefore sometimes called pennonciers. The pennons of our lancer regiments fairly resemble in form, size, and general effect the ancient knightly pennon, though they do not bear devices upon them, and thus fail in one notable essential to recall the brilliant blazonry that must have

been so marked a feature when the knights took the field. Of the thirty-seven pennons borne on lances by various knights represented in the Bayeux tapestry, twenty-eight have triple points, while others have two, four, or five. The devices upon these pennons consist of roundels, crescents, and stars and such simple forms. Nowadays it is not our custom to wear the pennon on the lance in battle, its upper half, which is red, being a reminder of the days when, for instance, the French Monarch in Shakspeare's *Henry the Fifth*, could speak of his rival, "that sweeps through our land with pennons painted in the blood of Harfleur."

The pennoncelle, or pencel, is the diminutive of the pennon which was carried by esquires. Such flags were often supplied in large quantities at any special time of rejoicing or of mourning. At the burial in the year 1554 of the Duke of Norfolk, we note amongst other items a "baner of damaske, and xij dosen penselles." At the burial of Sir William Goring we find "ther was viij dosen of penselles." while at the Lord Mayor's procession in 1555 we read that there were "ij goodly pennes (State barges) deckt with flages and stremers and a m penselles." This "m," or thousand, may be an exaggeration, though in another instance we find "the cordes were hanged with innumberable pencelles." The statement of the cost of the funeral of Oliver Cromwell is interesting. The total cost was over £28,000, and the items include "six gret banners wrought on rich taffaty in oil, and gilt with fine gold," at £6 each; five large standards, similarly wrought, at a cost of £10 each; six dozen pennons, a yard long, at a sovereign each; forty trumpet banners, at forty shillings apiece; thirty dozen of pennoncelles, a foot long, at twenty shillings a dozen; and twenty dozen ditto at twelve shillings the dozen—probably the reds and blues that street

decorators are so fond of festooning. The Pennant or Pendant is the long narrow flag, in Tudor times called a streamer, which ends in a point and is flown from a height, as is shown by its obvious derivation from the Latin for hanging. Pendants were of any length and can be so still, their length being only limited by the nearest obstruction in which they may get entangled. The pennant of a British warship, which prior to 1653 was flown from the yard-arm and not from the mast-head, is twenty yards long and only four-and-a-half inches in breadth, the arms of the red cross being an inch and a half in width, the long arm measuring fifty-four inches. This is the whip of the Monck legend, but it really shows that the ship is in commission and it used to vary in length with the length of that commission until the ship came into port to pay off when it was lengthened to such an extent that a full-blown bladder was attached to its end so that it could float for many yards in the ship's wake. Even this length could be defended on the ground of old custom, for in the before mentioned Harleian Manuscripts, No. 2358, dealing with "the Syze of Banners, Standards, Pennons, Guydhomes, Pencels, and Streamers," it is laid down that "a streamer shall stand in the toppe of a shippe, or in the forecastle, and therein be putt no armes but a man's conceit or device, and may be of the lengthe of twenty, forty or sixty yards."

In those days many badges were introduced, the streamer being made of sufficient width to allow of their display. Thus Dugdale, gives an account of the fitting up of the ship in which the fifth Earl of Warwick, during the reign of Henry VI, went over to France. The original bill between this nobleman and William Seburgh, "citizen and payntour of London," is still extant, and we see from it that amongst other things provided was

"the grete stremour for the shippe xl yardes in length and viij yardes in brede." These noble dimensions gave ample room for display of the earl's badge, so we find it at the head adorned with "a grete bere holding a ragged staffe," and the rest of its length "powdrid full of raggid staves,"

> "A stately ship,
> With all her bravery on, and tackle trim,
> Sails filled, and streamers waving."

Machyn tells us in his diary for August 3rd, 1553, how "The Queen came riding to London, and so on to the Tower, makyng her entry at Aldgate, and a grett nombur of stremars hanging about the sayd gate, and all the strett unto Leydenhalle and unto the Tower were layd with graffel, and all the crafts of London stood with their banars and stremars hangyd over their heds."

In the picture at Hampton Court of the embarkation of Henry VIII at Dover in the year 1520 to meet Francis I at the Field of the Cloth of Gold, and in many other similar pictures, we find a great variety and display of flags of all kinds, but it by no means follows that these are correctly given in colour or design, the artist as a rule using flags only for their colour value and treating them with a freedom from accuracy that is quite refreshing. The only good authority for a flag is the flag itself or its official description as in the case of our Admiralty Flag Book.

There is much of interest in the badges with which the old streamers were so plentifully spotted. Really the badge is the oldest and simplest heraldic device, being derived as it is from the tribal emblem of the uncivilized. The badges of the kings of England are so useful in many ways as indicative of date that they are worth a passing note. The reader familiar with the

Japanese chrysanthemum of sixteen petals may be surprised to learn that the badge of William Rufus was a flower of five petals, that of Henry I one with eight petals, that of Stephen one with seven petals. Stephen had, however, another badge, the centaur now one of the company colours of the Coldstream Guards. Henry II had also two, one being the *Planta genista* known to countryfolks as dyer's greenweed, the other being the boss of a shield hammered out elaborately into an escarbuncle. His son Richard had a mailed hand and lance, the pheon or spearhead which developed into the broad arrow, and the moon and star of the Turks with the moon on her back which was also used by John and Henry III. Edward I had a golden rose; Edward II adopted his mother's castle of Castile, and Edward III chose the single feather of Hainault borne by his wife, and, of course, the fleur de lis. Richard II had a tree-stump (the wood stock) from his uncle, besides the sun in splendour and in cloud and the familiar white hart at rest. Henry IV had several badges, including the red rose of his father, a columbine flower, and the white swan of the Bohuns which was also adopted by Henry V in addition to the antelope and the cresset. Henry VI used either two feathers crossed or three feathers in a row; Edward IV had amongst others the white rose and the falcon and fetterlock, while Richard III had the white boar. With Henry VII the Tudor rose appeared among the royal badges, as did also the Beaufort portcullis, the red dragon and the greyhound; Henry VIII added a white cock on a red wood stock to his father's array; Edward VI chose the sun in splendour; Mary had the rose and pomegranate; and Elizabeth had the Tudor rose and the falcon and sceptre. After that came variants of the rose and thistle until in 1801 it was decreed that the badge of England should

be a Tudor rose and crown, that of Scotland a crowned thistle, that of Ireland a harp and trefoil, and that of Wales the red dragon with expanded wings.

The next flag to which reference is necessary is the Guidon. The word is derived from the French guide-homme and was at first so spelled, but in the days when men enjoyed a freedom in their orthography which is denied to us it is met with as guydhome, guydon, gytton, geton and so on, until it at last took on the official form of guidon. A guidon in the British service is a flag forty-one inches long and twenty-seven inches high, slit in the fly and having the upper and lower corners rounded off at a distance of a foot from the end. It is borne by dragoon regiments of which there are now only three in our regular army, the Royals, the Greys, and the Inniskillings, who represent the three kingdoms, England, Scotland and Ireland and form the famous Union Brigade. It should be noted that the two regiments of Life Guards, the Horse Guards, and the seven regiments of Dragoon Guards have standards, the standard in this particular military sense being a rectangular flag of silk damask embroidered and fringed with gold and measuring thirty inches in length and twenty-seven inches in width without the gold fringe. No other cavalry regiments have colours, neither have rifle regiments nor the artillery—whose guns are their colours—nor the engineers. In light cavalry the regimental honours are borne on the drum cloths and in the other colourless regiments they are displayed on the badge. The guidon was not always slit in the fly. In funeral processions, as at the burial of Albemarle in 1670, of Nelson in 1806 and of Wellington in 1852, it was rounded, and sometimes it was semi-circular.

Flags are usually made of bunting, a woollen fabric which, from the nature of its texture and its great tough-

ness and durability, is particularly fitted to stand wear and tear. It comes from Yorkshire in pieces of forty yards in length and nine inches in width, hence a flag a yard in height is technically described as being of four breadths. Silk is also used for special and military purposes. Flags made of bunting are sewn; when very small or of some other material they are printed in colours; and when of intricate pattern, as in the case of armorial bearings, they are painted. The real flags used at sea, unlike those that come from the toyshop, are sewn to a short rope having a toggle at the top, the toggle being a spindle-shaped wooden pin beneath which is hitched the rising end of the halliards so that the flag cannot well be hoisted upside down.

Flag-designing is really a branch of heraldry and should be in accordance with its laws both in the forms and colours introduced. Yellow in blazonry is the equivalent of gold, and white of silver, and it is one of the requirements of heraldry that colour should not be placed upon colour nor metal upon metal; but it is not everyone who knows heraldry, as is evident from the national flags of the South American republics and other states that should have known better. Even the popes with their white and yellow, that is silver and gold, have displayed their ignorance of heraldry for over a thousand years.

In regulation flags the assemblage of colours is held to be sufficient, and anything of the nature of an inscription is rare; but on the flags of insurgents and malcontents the inscription often counts for much. The flags of the Covenanters often bore mottoes or texts, a striking example being the famous Bloody Banner the existence of which is denied by Presbyterian historians though it is still preserved in safe custody and is figured in colours and described by Andrew MacGeorge in his

book on flags. During the Civil War between the Royalists and Parliamentarians flags with mottoes were much used. Thus, on one we see five hands stretching at a crown defended by an armed hand issuing from a cloud, and the motto, "Reddite Cæsari." In another we have an angel with a flaming sword treading a dragon underfoot, and the motto, "Quis ut Deus," while yet another is inscribed, "Courage pour la Cause." On a fourth we find an ermine, and the motto, "Malo mori quam fœdari"—"It is better to die than to be sullied," in allusion to the belief—before it was known that the ermine was only the stoat in winter-dress—that the ermine would die rather than soil its fur and consequently was the emblem of purity and honour.

The red flag is the symbol of mutiny and of revolution. As a sign of disaffection it was twice displayed in the Royal Navy. A mutiny broke out at Portsmouth in April, 1797, for an advance of pay: an Act of Parliament was passed to sanction the increase, and all who were concerned in the mutiny received the royal pardon, but in June of the same year, at the Nore, the spirit of disaffection broke out afresh, and the ringleaders were executed. It is noteworthy that, aggrieved as these seamen were against the authorities, when the King's birthday came round, on June 4th, though the mutiny was then at its height, the red flags were lowered, the vessels gaily dressed in the regulation bunting, and a royal salute was fired. Having thus demonstrated their loyalty, the red flags were re-hoisted, and the dispute with the Admiralty resumed in all its bitterness. A curious relic of these mutiny days is the flag hoisted by the crew of H.M.S. Niger when they opposed these Sheerness mutineers of 1797. It was presented by the crew to their captain and can be seen in the United Service Museum, being a blue flag with the crown,

evidently made aboardship, the motto, in large letters, being "Success, to a good cause."

The white flag is the symbol of amity and of good will; of truce amidst strife, and of surrender when the cause is lost. The yellow, or black-and-yellow, betokens infectious illness, and is displayed when there is cholera, yellow fever, or such like dangerous malady on board ship, and it is also hoisted on quarantine stations. The green flag is hoisted over a wreck; the black signifies mourning and death, with the skull and crossbones it is the flag of a pirate; the red cross with the arms of equal length, half as wide as they are long, stopping short of the edges of the white field is the hospital and ambulance flag that flies over the sick and wounded in war.

The first legal and international obligation on record to carry colours at sea appears to have been agreed upon at the Convention of Bruges when Edward I and Guy, Count of Flanders, undertook that their respective subjects should "for the future carry in their ensigns or flags the arms of their own ports certifying their belonging to the said ports," but the Cinque Ports had carried colours for many years before, and a sort of code of flag etiquette was already in existence.

Honour and respect are expressed by "dipping" the flag. At any parade of troops before the sovereign the regimental flags are lowered as they pass the saluting point, and at sea the colours are dipped by hauling them down from the peak or ensign-staff and then promptly replacing them. They must not be suffered to remain at all stationary when lowered, as a flag flying half-mast high is a sign of mourning or death, or for some national loss, and it is scarcely a mark of honour to imply that the arrival of the distinguished person is a cause of grief.

In time of peace it is an insult to hoist the flag of one friendly nation above another, so that each flag must

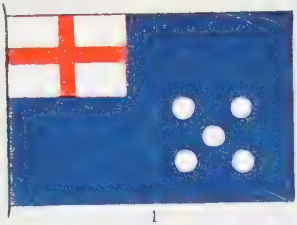
be flown from its own staff, and when royal personages of two nations are on board the same ship their standards are flown side by side, hence the double or treble set of sheaves in main trucks which have come in useful for signalling purposes. Saluting by lowering the flag is of ancient date and a more convenient method than the older custom of lowering the topsails. In 1201 King John decreed that if his admiral or lieutenant should meet any ships at sea which refused to strike and lower their sails at command their crews should be reputed as enemies and their ships and cargo forfeited; and foreign vessels were brought into port for not so saluting.

The first occasion on which the claim to the sovereignty of the four seas was admitted by foreigners appears to have been in 1320 when Edward II was appealed to by the Flemish envoys to put a stop to piracy. In 1336 Edward III referred to his royal progenitors as having been lords of the sea on every side but the claim did not become effective until 1350 after the fight of Lespagnols-sur-mer, off Winchelsea, when the king had to save himself from his sinking ship by capturing one of the enemy's, the Prince of Wales had to do likewise, and little John of Gaunt, aged ten, refused to stay with his mother and bore himself like a man in aiding in a victory so decisive that it gave his father the title of King of the Sea and set him in a ship on his gold coins. The Netherlanders of those days willingly admitted this sovereignty on the understanding that its limits were reached when the ship passed Craudon in the extreme west of Britanny.

Under the Tudors, if any commander of an English vessel met the ship of a foreigner who refused to salute the English flag, it was enacted that such ship, if taken, was the lawful prize of the captain. A notable example of this insistence on the respect to the flag arose in May,

1554, when a Spanish fleet of one hundred and sixty sail, escorting their King on his way to England to his marriage with Queen Mary, fell in with the English fleet under the command of Lord William Howard, Lord High Admiral. Philip would have passed the English fleet without paying the customary honours, but the signal was at once made by Howard for his twenty-eight ships to prepare for action, and a round shot crashed into the side of the vessel of the Spanish admiral. The hint was promptly taken, and the Spanish fleet struck their colours and topsails as homage to the English flag. When Anne of Austria was on her way to Spain to marry Philip in 1570 Hawkins is reported to have compelled the Spanish vessels to show the same respect at Plymouth; and there are other instances of the same sort with lesser luminaries. The reason why foreigners submitted to the custom for so long was that England levied no duties on ships passing through the straits but only insisted on the salute which cost them nothing, and the salute showed their sea manners just as a gentleman raises his hat to a lady; but it became different when the Stuarts arrived under whom the claim to the sovereignty of the seas was no longer satisfied with a mere courteous acknowledgment but took a practical and pecuniary form.

This was in 1609 when James I forbade foreigners to fish on the British coasts without being licensed by him. His son Charles I asserted his right to rule over the surrounding seas as part of his realm, and the Commonwealth abated none of this claim; and in 1654 on the conclusion of peace between England and Holland, the Dutch consented to acknowledge the English supremacy of the seas, the article in the treaty declaring that "the ships of the Dutch—as well ships of war as others—meeting any of the ships of war of the English, in the



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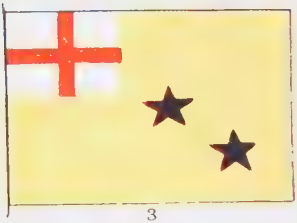

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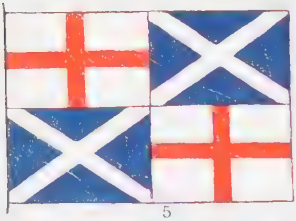

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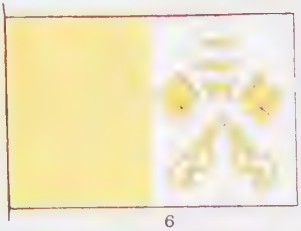

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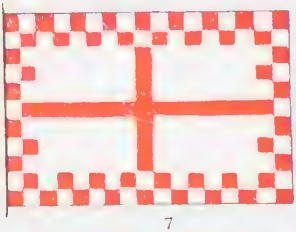

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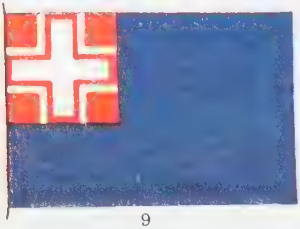

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Obsolete Flags.

PLATE IV.

Obsolete Flags.

1. London Trained Bands. Blue Regiment.
2. London Trained Bands. Green Regiment.
3. London Trained Bands. Yellow Regiment.
4. Admiral's Flag, 1649.
5. Commonwealth, 1651.
6. Papal States.
7. Guinea Company.
8. Heligoland.
9. Savoy.
10. Anti-Mutiny Flag. (H.M.S. Niger.)

British seas, shall strike their flags and lower their topsails in such manner as hath ever been at any time heretofore practised."

During the eighteenth century the regulation ran: "When any of His Majesty's ships shall meet with any ship or ships belonging to any foreign Prince or State, within His Majesty's seas, which extend to Cape Finisterre, it is expected that the said foreign ships do strike their topsail, and take in their flag, in acknowledgment of His Majesty's sovereignty in those seas; and if any shall refuse, or offer to resist, it is enjoined on all flag-officers and commanders to use their utmost endeavours to compel them thereto, and not to suffer any dishonour to be done to His Majesty."

This instruction was withdrawn in the regulations of the Trafalgar period, but His Majesty's ships were cautioned not to strike their topsails or take in their flags unless the foreigners had already done so or did so at the same time; and, further, if any British merchant vessel attempted to pass any of His Majesty's ships without striking topsails the fact was to be reported to the Admiralty in order that the owners of the ship might be proceeded against in the Admiralty Court. After the war was over this gradually lapsed into the obsolete, and merchant ships now salute each other by dipping the ensign as an act of courtesy though they are compelled to show their colours when required. Warships do not dip to each other, but, if the merchantman dips to them, they reply.

Most of the obsolete flags went out of use owing to political and dynastic changes, and no notes on the subject would be complete without reference to some that have disappeared in recent times. For instance, there was the flag of the East India Company, and also that of the Guinea Company, a chartered company like

the East India, long since defunct after many reconstructions, which in 1663 brought from the West Coast of Africa the gold out of which the first guineas were coined—of Guinea gold—the early issues bearing under the king's head the elephant which is still the badge of that group of colonies. There was the flag of Savoy, an ancient sovereignty that expanded into the kingdom of Italy, absorbing Tuscany, Naples and Sicily, with Venice whose glorious flag was the golden lion of St. Mark rising from the basal band of blue, and the States of the Church whose ancient white and yellow vertical now floats only over the gardens of the Vatican. The break-up of Turkey, the collapse of the Confederate States of America, the dismissal from their thrones of the Emperor of Brazil and the King of Portugal, our gift of Heligoland to Germany, and many other political changes we need not linger on, similarly led to the withdrawal of many flags and the appearance of many more.

CHAPTER II

THE ROYAL STANDARD AND OUR NATIONAL FLAGS

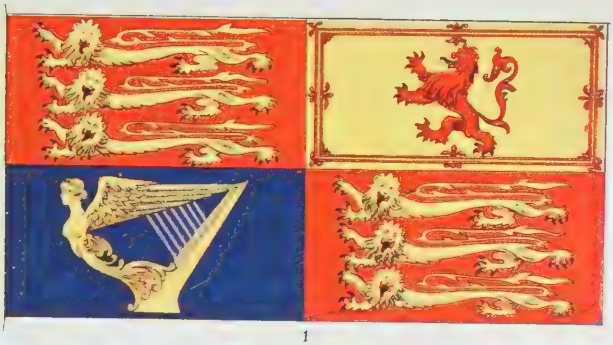
THE Royal Standard is the symbol of the personal tie that unites the British power throughout the world under one King. In it the three golden lions stand for England, the red lion rampant for Scotland, the golden harp for Ireland, being the three States of the United Kingdom from which the empire grew. There are some who think that India, Canada, Australia, New Zealand, South Africa, and the other vast possessions under British rule might fairly find a place in the fourth quarter where Hanover used to be; and it would seem to be within the range of heraldry to find some simple device to signify them all and be as effective as the duplication of the three lions. For instance in Salisbury Cathedral is the grand old effigy of Fair Rosamond's son, William Longsword the first Earl of Salisbury, who bears the arms of his grandfather Geoffrey of Anjou who married the daughter of Henry I and by her became the father of our Plantagenets. The arms are azure, six lioncels or, and this half dozen—or more if need be—yellow young lions, rampant, vigorous and growing, on a red field instead of a blue one, would adequately fill the lower section of the fly and worthily keep the balance of the flag.

How the three lions of England arose is not so clear as

PLATE V.

The Royal Standard and the Admiralty.

1. The Royal Standard
2. The Standard of England.
3. The Standard of Scotland.
4. The Standard of Ireland.
5. The Admiralty Flag.
6. Admiral's Flag.
7. Vice-Admiral's Flag.
8. Rear-Admiral's Flag.
9. Commodore's Flag.
10. The White Pennant.



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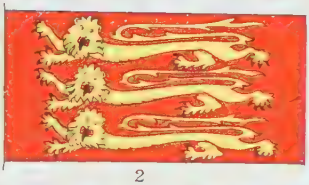

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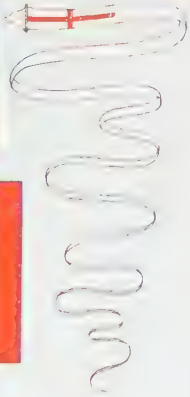

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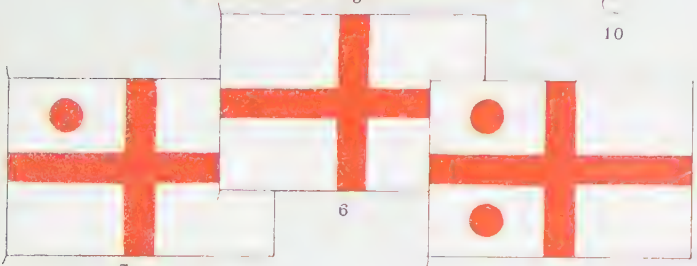

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Pl. V.

G. 38.

The Royal Standard and The Admiralty.

in the year 1603, became an integral part of the Royal Standard.

The Scotch took considerable umbrage at their lion being placed in the second quarter, while the lilies and lions of England were placed in the first, as they claimed that Scotland was a more ancient kingdom than England, and that in any case, on the death of Queen Elizabeth of England, the Scottish monarch virtually annexed the Southern Kingdom to his own. This feeling of jealousy was so bitter and potent that for many years after the Union, on all seals peculiar to Scottish business and on the flags displayed north of the Tweed, the arms of Scotland were placed in the first quarter as they are on the monument to Queen Elizabeth in Westminster Abbey.

Even so lately as the year 1853, on the issue of the florin, the old jealousy blazed up again. A statement was drawn up and presented to Lord Lyon King of Arms, setting forth anew the old grievances of the lions in the Standard and the crosses in the Flag of the Union, and adding that "the new two-shilling piece, called a florin, which has lately been issued, bears upon the reverse four crowned shields, the first or uppermost being the three lions passant of England; the second, or right hand proper, the harp of Ireland; the third, or left hand proper, the lion rampant of Scotland; the fourth, or lower, the three lions of England repeated. Your petitioners beg to direct your Lordship's attention to the position occupied by the arms of Scotland upon this coin, which are placed in the third shield instead of the second, a preference being given to the arms of Ireland over those of this kingdom."

The border surrounding the lion is heraldically known as a double tressure flory counterflory. In the single tressure flory the heads of the six lilies point outwards

and all their stalks inwards; in the single tressure flory counterflory the three lilies at the corners point outwards and the other three point inwards. The double tressure is a combination of these two, one smaller than the other, and the space between them is cleared so as to show an unbroken strip of the golden field. This is not the only tressure in Scottish heraldry, for tressures are borne by the two main branches of the Gordons, that of the Marquis of Huntly having lilies within and crescents without, and that of the Aberdeen branch having lilies and thistles alternately, and by several other families including the Buchanans whose tressure is single and black with sixteen black stars.

The date and cause of the introduction are unknown. If we are to believe Boethius and Buchanan, it was first assumed by Achaius, the just and wise, but that somewhat shadowy monarch could hardly have put it round a lion rampant which did not exist, for, according to Anderson's *Diplomata*, that gallant symbol was first adopted by King William. The mythical story is that it was added by Achaius in 792 in token of alliance with Charlemagne, who was more of a German than a Frenchman, but these monarchs probably never heard of each other. Nevertheless the tressure would seem to point to the long alliance which existed between the French and Scots. Nisbet says that "the tressure fleurie encompasses the lyon of Scotland to show that he should defend the flower-de-luses, and these continue a defence to the lyon"; and it is significant that in the reign of James III, in 1471, when relations with France were strained, it was "ordaint that in tyme to cum thar suld be na double tresor about his armys, but that he suld ber armys of the lyoun, without ony mur"— which seems never to have been done. The Scottish Standard, it should be remembered, is as much a personal flag as the

Royal Standard, and should never be flown in street decorations instead of the real Scottish national flag, the white diagonal cross of St. Andrew on the blue field.

The union of Ireland with England and Scotland took place in 1801 but the harp had been placed on the standard in 1603. The conquest of Ireland was entered upon in 1172, in the reign of Henry II, but was not really completed until the surrender of Limerick in 1691. Until January 23rd, 1542, the country was styled not the Kingdom but the Lordship of Ireland, the title of King being confirmed by Act of Parliament, 35 Henry VIII, cap. 3 of 1544.

An early standard of Ireland has three golden crowns on a blue field, and arranged over each other as are the English lions; and a commission appointed in the reign of Edward IV, to enquire what really were the arms of Ireland, reported in favour of the three crowns. The early Irish coinage bears these three crowns upon it, as do the coins of Henry V and his successors. Henry VIII substituted the harp on the coins, but neither crowns nor harps nor any other device for Ireland appear in the Royal Standard until the reign of James I. In the Harleian MS., No. 304, in the British Museum, we find the statement that "the armes of Irland is Gules iij old harpes gold, stringed argent" and on the silver coinage for Ireland of Queen Elizabeth the shield bears these three harps. At her funeral Ireland was represented by a blue flag having a crowned harp of gold upon it, and James I adopted this, but without the crown, as a quartering in his standard which was its first appearance on our Royal Standard.

Why Henry VIII substituted the harp for the three crowns is not really known. Some would have us believe that the king was apprehensive that the three crowns might be taken as symbolizing the triple crown

of the Pope; whilst others suggest that Henry, being presented by the Pope with the supposed harp of Brian Boru, was induced to change the arms of Ireland by placing on her coins the representation of this relic of her most celebrated native king which has been proved, by the ornament upon it, to have been made since the fourteenth century. The Earl of Northampton, writing in the reign of James I, suggests a third explanation. "The best reason," saith he, "that I can observe for the bearing thereof is, it resembles that country in being such an instrument that it requires more cost to keep it in tune than it is worth."

The Royal Standard should only be hoisted when the Sovereign is actually within the palace or castle, or at the saluting point, or on board the vessel where we see it flying, though this rule is not observed as it should be, thereby causing much offence in high quarters. It should never be used for street decorations. To quote the King's Regulations, Article 43, paragraph 5, "The Royal Standard being the personal flag of the Sovereign is not to be displayed in future on board His Majesty's Ships or on Official Buildings, as has hitherto been customary on His Majesty's Birthday and other occasions, but it shall only be hoisted on occasions when the Sovereign is actually present, or when any member of the Royal Family is present representing the Sovereign. In such case that member of the Royal Family may fly the Royal Standard for the time being, but on no other occasion." It should not be forgotten that the other members of the Royal Family have each his or her standard, which differs from the Royal Standard in the details of its blazonry.

In its early form, with the three golden lions only, it was borne by Richard I, John, Henry III, Edward I, and Edward II. Edward III also bore it for the first thir-

teen years of his reign, so that this simple but beautiful flag was the royal banner for over one hundred and fifty years. Edward III, on his claim in the year 1340 to be King of France as well as of England, quartered the golden lilies of that kingdom with the lions of England giving the lilies the place of honour. Throughout the reign of Richard II (1377 to 1399) the royal banner was divided in half, all on the outer half being like that of Edward III, while the half next the staff was the golden cross and martlets on the blue ground, assigned to Edward the Confessor, his patron saint. On the accession of Henry IV to the throne, the cross and martlets disappeared, and the simple quartering of France and England reverted to. France first and fourth, England second and third.

Originally the lilies were "semée," that is scattered freely over the field, so that most were complete and those at the sides were more or less imperfect, but Charles V of France in 1365 reduced the number to three, all perfect, and in 1405 Henry IV of England adopted the new form, it being pointed out to him that the English claimed France as it was and not as it had been; and with the three lilies quartered with the three lions the Royal Standard remained unaltered for two hundred years.

This is the grand old flag which, according to Macaulay, the Sheriff of Devon hoisted in Plymouth market-place, when he should have run up the red cross of St. George, at the news of the sighting of the Armada:

"Look how the lion of the sea lifts up his ancient crown,
And underneath his deadly paw treads the gay lilies down!
So stalked he when he turned to flight on that famed Picard field,
Bohemia's plume, and Genoa's bow, and Cæsar's eagle shield.

So glared he when at Agincourt in wrath he turned to bay,
And, crushed and torn beneath his claws, the princely hunters lay.
Ho! strike the flagstaff deep, Sir Knight; ho! scatter flowers, fair maids;
Ho! gunners, fire a loud salute; ho! gallants, draw your blades;
Thou sun shine on her joyously; ye breezes waft her wide;
Our glorious Semper Eadem, the banner of our pride"

—"always the same" (semper eadem) being the motto of Elizabeth as it had been that of Henry IV.

On the accession of the Stuarts the first, and fourth quarters were quartered again, the small quarterings being the lilies and lions while the second quarter was the Scottish lion and the third the Irish harp. In this form the flag remained until the arrival of William III who on his landing displayed a standard in which the arms were on a shield surmounted by a crown and supported on either side by the lion and unicorn. Above the arms was "For the Protestant Religion and the Liberties of England," and below them was his Dutch motto "Je maintiendray" which came in most appropriately. In addition to the insignia of England, Scotland, Ireland and France on the shield were eight others designating his continental possessions. When his throne was assured the inscriptions and sundries were removed and the Royal Standard of William and Mary bore the arms of both, impaled, both being those of the Stuarts but the King's coat having in the centre a small escutcheon bearing the arms of Nassau—a golden lion rampant surrounded by golden billets upon a blue field. After Queen Mary's death her side was cleared and King William's arms occupied the whole of the shield.

Queen Anne bore the Stuart arms as used by Queen Mary, her sister, until the Union with Scotland in 1707

and then the Royal Standard showed England and Scotland impaled taking the place of the lilies in the first and fourth quarters, the lilies being put in the second quarter, Ireland being in the third quarter as before. In this way France was removed from the most honourable position on the shield after being there for 367 years during which the Sovereigns of England held their own country, heraldically speaking, in less esteem than France. Edward III may be pardoned for his opinion; but what are we to say about Queen Elizabeth? How did she reconcile her patriotic speeches with her armorial bearings? The lilies did not disappear from the second quarter until 1801, and by the Treaty of Amiens in March, 1802, George III confirmed the removal by the article therein renouncing the title of King of France.

On the accession of George I the England and Scotland impaled of the fourth quarter were replaced by the arms of Hanover, the two golden lions on the red field being for England—in the days of Henry II—the blue lion on the yellow field surrounded by red hearts being for Lunenburg, the white horse on the red field being for Westphalia, the red escutcheon in the centre bearing what is known as the golden crown of Charlemagne. The horse—now known as the Hanover horse—is often described as of Saxony, but modern Saxony is not ancient Saxony, and Hanover displayed it as she claimed to be the representative of ancient Saxony, now Westphalia and thereabouts, the horse of which is said to have been black before the conversion to Christianity of Witekind in 785. After the removal of the lilies in 1801 the flag had its four quarters as follows: first and fourth England, second Scotland, third Ireland, the arms of Hanover being placed on a shield in the centre ensigned by an electoral bonnet which in 1816 gave place to a royal crown. This remained the Royal Standard up

to the accession of Queen Victoria when Hanover severed its connection with England and got a king of its own, thereby causing the disappearance of the central shield and greatly improving the appearance of the flag; and the Royal Standard of Edward VII differed from that of Victoria only by the lions being furnished with blue tongues and claws.

On some of the flags used in the British Diplomatic Service the supporters appear. "The lion and the unicorn fighting for the crown" is claimed to be a nursery rhyme of some antiquity; if so, it does not refer to the supporters of the royal arms. They had no existence before the reign of Edward III who had a lion and a falcon; Richard II had two white harts; Henry IV had an antelope and a swan; Henry V had an antelope and a lion; Henry VI had sometimes two antelopes, and sometimes a lion and a tiger; Edward IV had, amongst others, a golden lion and a black bull, and the white lion and white hart adopted for Edward V who reigned only seventy-eight days; Richard III, who reigned only for thirteen months, had two white boars and also a golden lion and a boar; Henry VII had a red dragon and a greyhound, and sometimes two greyhounds; Henry VIII had a golden lion and a red dragon, and sometimes a red dragon and a white bull or else a greyhound; Edward VI had a golden lion and a red dragon, as also had Mary and Elizabeth; and it was not before James I arrived that we got the lion and unicorn. Two unicorns had supported the Scottish arms for years, but the unicorns had been uncrowned, and the crowning of the unicorns proved a fine field for controversy which we will leave to the imagination.

And now for the National Flag. At the siege of Antioch, according to Robertus Monachus, a Benedictine of Rheims who flourished about the year 1120, and wrote

a history of the Crusade, "Our Souldiers being wearied with the long continuance of the Battaile, and seeing that the number of enemies decreased not, began to faint; when suddenly an infinite number of Heavenly Souldiers all in white descended from the Mountains, the Standard-bearer and leaders of them being Saint George, Saint Maurice, and Saint Demetrius, which when the Bishop of Le Puy first beheld he cryed aloud unto his troopes, 'There are they (saith he) the succours which in the name of God I promised to you"—just as Mohammed claimed that, at the battle of Bedr in 624, the archangel Gabriel mounted on his white horse Haizûm led four thousand warrior angels to help him in his victory. "The issue of the miracle was this, that presently the enemies did turne their backs and lost the field; there being slaine 100,000 horse, beside foot innumerable, and in their trenches such infinite store of victuals and munitions found that served not only to refresh the wearied Christians, but to confound the enemy." This great victory at Antioch led to the recovery of Jerusalem; and during the Crusades England, Aragon, and Portugal all assumed St. George as their patron saint.

Throughout the middle Ages the war-cry of the Englishmen was "St. George!"—"St. George," as Philip Faulconbridge says in *King John,*

> "That swinged the dragon, and e'er since
> Sits on his horseback at mine hostess' door."

At the battle of Poitiers, the Constable of France threw himself, Lingard tells us, across the path of the English with the battle shout, "Montjoy, St. Denis!" which was at once answered by "St. George! St. George!" and in the onrush the Duke and the greater part of his followers were slain.

"The blyssed and holy Martyr Saynt George is patron

of this realme of Englande, and the crye of men of warre," we read in the *Golden Legend*, and readers of Shakspeare will recall many instances. Thus in *King Richard II* we find :—

"Sound drums and trumpets, boldly and cheerfully,
God and St. George! Richard and victory";

or again in *King Henry V* where the king at the siege of Harfleur cries,

"The game's afoot,
Follow your spirit, and upon this charge
Cry, God for Harry, England, and St. George!"

In the interesting old poem on the siege of Rouen in 1418, written by an eye-witness, we read that on the surrender of the city,

"Trumpis blew ther bemys of bras,
Pipis and clarionys forsoothe ther was.
And as they entrid thay gaf a schowte
With ther voyce that was full stowte,
Seint George! Seint George! thay criden on height
And seide, Welcome oure kynges righte!"

The author of *The Seven Champions of Christendom* makes St. George to be born of English parentage at Coventry, but for this there is no authority. The history of St. George is as obscure as that of any saint of equal eminence in the Calendar. There seem to have been two of the name, one born in Cilicia who sold bacon to the army and became a bishop, and was massacred at Alexandria under Julian on the 24th December, 361, and an earlier saint of the Eastern Church who was a soldier and senator under Diocletian and beheaded at Lydda on the 23rd April in the year 303.

"In many a Church his form is seen,
With sword, and shield, and helmet sheen:

Ye know him by his shield of pride,
And by the dragon at his side."

In 1245, on St. George's Day, Frederick II instituted an order of knighthood and placed it under the guardianship of the soldier saint, and its white banner, bearing the red cross, floated in battle alongside that of the German Empire. In like manner on St. George's Day, in 1350, Edward III of England instituted the order of the Garter.

St. George's Day, April 23rd, had too long been suffered to pass almost unregarded, but the movement in favour of its general observance yearly gathers strength. The annual festivals of St. Andrew, St. Patrick, and St. David are never overlooked, and it seemed distinctly a thing to be regretted that the Englishman should allow the name day of his Patron Saint to pass unnoticed. Whatever conduces to the recognition of national life is valuable, and anything that reminds Englishmen of their common ties and common duties should not fall into disuse. At the Council of Oxford in 1222, it was commanded that the Feast of St. George should be kept. In the year 1415, by the Constitutions of Archbishop Chicheley, St. George's Day was made one of the greater feasts and ordered to be observed the same as Christmas Day. In 1545 a special collect, epistle, and gospel were prepared, and it was not till the sixth year of the reign of Edward VI, that, in "The Catalogue of such Festivals as are to be Observed," St. George's Day was omitted.

The Cross of St. George was worn as a badge, over the armour, by every English soldier in the fourteenth century, if the custom did not prevail at a much earlier period. In the ordinances made for the government of the army with which Richard II invaded Scotland in

1588, it is ordered "that every man of what estate, condicion, or nation that he be of, so that he be of owre partie, have a signe of the armes of Saint George, large, bothe before and behynde, upon payrill that yf he be slayne or wounded to deth, he that hath so done to hym shall not be putte to deth for defaulte of the cross that he lacketh. And that non enmy do bere the same token or cresse of Saint George, notwithstandyng if he be prisoner, upon payne of deth."

It was the flag of battle, and we see it represented in the old prints and drawings that deal with military operations both on land and sea. "St. George's banner bread and grie," was the flag under which the great seamen of Elizabeth's reign fought, explored, or fought; it was the flag they [illegible] round the world; and to this day the flag of a British Admiral is the same simple device, and the white ensign of the Navy is the old flag bearing, in addition, the Union; while the Union itself bears conspicuously the red cross of the warrior saint.

It occupied the post of honour in most of our minor flags. Among the London Trained Bands of 1643, the different regiments were known by the colour of their flags, in each case the Cross of St. George being in the canton. In the Edinburgh Trained Bands for 1685, the different bodies were similarly distinguished by colours in which the cross of St. Andrew is borne. Thus we have the white, the blue, the white and orange, the green and red, the purple, the blue and white, the orange and green, the red and yellow, the red and blue, the red and white, and divers others. The orange company always took the lead. These companies were for a long time in abeyance, and were superseded in 1798 by the formation of the Royal Edinburgh Volunteers; but each year the Magistrates and Council still appoint one of their number to be captain of the orange colours.

His duty is to take charge of the old colours and preserve them as an interesting relic of a bygone institution. The banner of the Holy Ghost, presented by James III to the trades of Edinburgh and popularly known as the Blue Blanket, which was borne at Flodden, is also still preserved. It is swallow-tailed in shape and ten feet in length, and it was Mary of Gueldres, Queen of James II, who painted on its now much faded field of azure the white cross of St. Andrew and the crown and thistle, though not, perhaps, the two scrolls with their more modern mottoes.

On the union of the two crowns at the accession of James VI of Scotland to the English throne, the Cross of St. Andrew was combined with that of St. George, but the English ships still flew the red cross in the foretop and Scottish ships the white cross. The Cross of St. Andrew is a saltire, that is, it is shaped like the letter X, it being made of two pieces of timber driven into the ground to which the saint was tied instead of being nailed. Tradition hath it that the saint, deeming it far too great an honour to be crucified as was his Lord, gained from his persecutors the concession of this variation, from which unpleasant position he continued for two days to preach and instruct "the surrounding populace in that faith which enabled him to sustain his sufferings without a murmur." It is legendarily asserted that this form of cross appeared in the sky to Achaius, King of the Scots, the night before a great battle with Athelstan, and being victorious, he went barefoot to the church of St. Andrew, and vowed to adopt his cross as the national device.

The flags of the Covenanters varied much in their details, but in the great majority of cases bore upon them the Cross of St. Andrew, often accompanied by the thistle, and in most cases by some form of inscription.

Several of these are extant. In one that was borne at the battle of Bothwell Brig, and is now preserved in the Antiquarian Museum at Edinburgh, the four blue triangles are filled with the words, "For Religion—Couenants—King—and Kingdomes." The Avondale flag was a white one, having the cross, white on blue in the corner. On the field of the flag was the inscription "Avondale for Religion, Covenant, and King," and beneath this a thistle worked in the national green and crimson. It is remarkable that none of the flags bear the motto which the Parliament on July 5th, 1650, ordered "to be upoun haill culloris and standardis," *i.e.*, "For Covenant, Religion, King, and Kingdom"; and it is characteristic that each body claimed independence even in this matter. Thus the Fenwick flag bore "Phinegh for God, Country, and Covenanted work of Reformations." Another flag has, "For Reformation in Church and State, according to the Word of God and our Covenant," while yet another bears the inscription, "For Christ and His truths," and "No quarters to ye active enemies of ye Covenant."

Why St. Andrew was selected to be the Patron Saint of Scotland has never been satisfactorily settled, but he has held that position since about 740. On the martyrdom of St. Andrew, in the year 69 on the 30th of November—the day assigned to him in the Calendar—at Patras, where the currants come from, his remains were carefully preserved as relics, but in the year 370, Regulus, one of the Greek monks who had them in their keeping, was warned in a vision that the Emperor Constantine was proposing to translate them to Constantinople, and that he must at once visit the shrine and remove thence an arm bone, three fingers of the right hand, and a tooth, and carry them away over sea to the west. Regulus was much troubled at the vision, but hastened to

obey it, so putting the relics into a chest he set sail with some half-dozen companions, to whom he confided the instructions he had received. After a stormy voyage the vessel was dashed upon a rock, and Regulus and his companions landed on an unknown shore, and found themselves in a gloomy forest. Here they were presently discovered by the natives, whose leader listened to their story and gave them land on which to build a church for the glory of God and the enshrining of the relics. This inhospitable shore proved to be that of Caledonia, and the little forest church and hamlet that sprang up around it were the nucleus of St. Andrews, a thriving busy town in Fife, for centuries the seat of a bishopric and the head-quarters of golf.

On the blending of the two kingdoms into one under the sovereignty of King James, it became necessary to design a new flag that should typify this union, and blend together the emblems of the two patron saints—the flag of the united kingdoms of England and Scotland, henceforth to be known as Great Britain.

The Royal Ordinance of April 12th, 1605, dealt with the matter as follows :—"Whereas some difference hath arisen between our subjects of South and North Britain, travelling by seas, about the bearing of their flags,—for the avoiding of all such contentions hereafter we have, with the advice of our Council, ordered that from henceforth all our subjects of this isle and kingdom of Greater Britain, and the members thereof, shall bear in their maintop the Red Cross, commonly called St. George's Cross, and the White Cross, commonly called St. Andrew's Cross, joined together, according to a form made by our Heralds, and sent by us to our Admiral to be published to our said subjects : and in their fore-top our subjects of South Britain shall wear the Red Cross only, as they were wont, and our subjects of North Britain in their

fore-top the White Cross only, as they were accustomed. Wherefore we will and command all our subjects to be comparable and obedient to this our order, and that from henceforth they do not use or bear their flags in any other sort, as they will answer the contrary at their peril."

The proclamation was needed, as there was much ill-will and jealousy between the sailors and others of the two nationalities, and the flag did not by any means please the Scots; but the right to carry in the fore-top the St. Andrew's Cross pure and simple failed to conciliate them. The grievance was that the Cross of St. George was placed in front of that of St. Andrew, and the Scottish Privy Council, in a letter dated Edinburgh, August 7th, 1606, appealed against it in these words:—"Most sacred Soverayne, a greate nomber of the maisteris of the schippis of this your Majesties kingdome hes verie havelie complenit to your Majesties Counsell, that the forme and patrone of the flagges of schippis sent down heir and command it to be ressavit and used be the subjectis of both kingdomes is verie prejudiciall to the fredome and dignitie of this Estate, and wil gif occasioun of reprotche to this natioun quhairevir the said flage sal happin to be worne beyond sea, becaus, as your Sacred Majestie may persave, the Scottis Croce, callit Sanctandrois Croce, is twyse divydit, and the Inglishe Croce, callit Sanct George, drawne through the Scottis Croce, which is thereby obscurit, and no token nor mark to be seene of the Scottis armes. This will breid some heit and miscontentment betwix your Majesties subjectis, and it is to be feirit that some inconvenientis sall fall oute betwix thame, for our seyfaring men cannot be inducit to resave that flage as it is set down. They have drawne two new drauchtis and patrones as most indifferent for both kingdomes, whiche

they presentid to the Counsell, and craved our approbation of the same, but we haif reserved that to your Majestie's princelie determinatioun, as moir particularlie the Erll of Mar, who was present, and herd their complaynt, and to whom we haif remittit the discourse and delyverie of that mater, will informe your Majestie and let your Heynes see the errour of the first patrone and the indifferencie of the two newe drauchties."

The truth is that when two persons ride on the same horse they cannot both be in front, and heraldry knows no way of making two devices on a flag of equal value. It might be supposed that the difficulty would be solved by placing St. George and St. Andrew side by side, but this would not do, for the position next the staff is more honourable than one remote from it, just as the upper portion of the flag is more honourable than the lower. This was the reason for the objection to one of the flags of the Commonwealth, where the ensign was quartered with St. George above and St. Andrew below near the staff and St. Andrew above and St. George below in the fly.

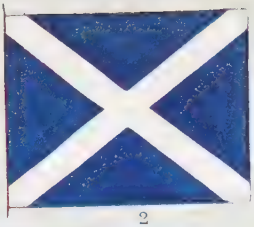
At the Restoration the old flag came back and discontent began again in a mild sort of way which did not die out until the Union with Scotland in the time of Queen Anne, when the subject was thoroughly gone into. We read that "on the 17th of April, 1707, the Queen in Council, upon a report from the Lords of the Privy Council, who were attended by the Kings of Arms and Heralds, with divers drafts prepared by them relating to the Ensigns Armorial for the United Kingdom, and conjoining the Crosses of St. George and St. Andrew, pursuant to the Act for uniting the new kingdoms, was pleased to approve of the following particulars (among others) that the Flags be according to the draft marked C, whereon the Crosses of St. George and St. Andrew

are conjoined, as shown in the following drawing marked A, which is a copy of the drawing marked C entered in the College of Arms with the Orders in council"—and it practically left the flag as it had been.

Thus the old Union remained; and it was the flag of glorious memory under which all our great sea battles were fought up to Copenhagen where it was replaced by the present Union. Thomas Campbell, in his *Mariners of England,* which was written in 1800 as a song to the tune of Martin Parker's *Gentlemen of England* and has now attained a higher position in literature, spoke of the flag of those mariners as having braved the battle and the breeze for a thousand years, which, dating England from Egbert to the time he wrote was absolutely correct, and, when he wrote, the latest form of that flag was the old Union then in the last year of its existence; but it has not even yet quite disappeared from the sea, for it is still shown afloat as the upper canton in the ensign of the Northern Lights Commissioners in whose care are the lighthouses and lightships of Scotland. It is conspicuous in Copley's "Death of Major Pierson" at the National Gallery and in many other battle pictures and engravings, and examples of it, diminishing by decay, are still to be found in the service museums and other places where historic flags are appreciated.

Charles I issued a proclamation on May 5th, 1634, forbidding any but Royal ships to carry the Union flag; all merchantmen, according to their nationality, being required to show either the Cross of St. George or that of St. Andrew; and Queen Anne, on July 28th, 1707, required that merchant vessels should fly a red flag "with a Union Jack described in a canton at the upper corner thereof, next the staff," while the Union Flag, as before, was reserved for the Royal Navy. This

1



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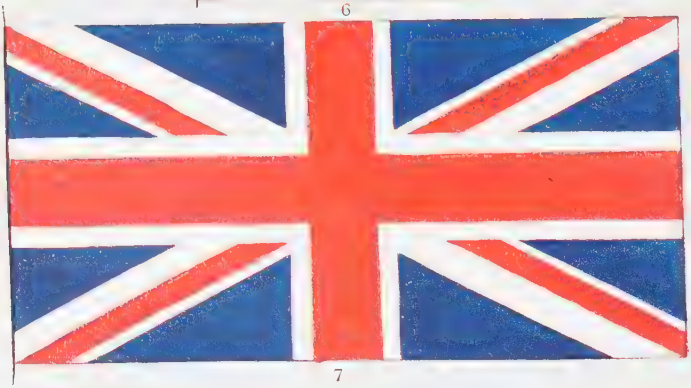


7

Pl. VI

K. 57.

Our National Flag and its Development.

PLATE VI.

Our National Flag and its Development.

1. National Flag of England.
2. National Flag of Scotland.
3. Old British Union (prior to 1801).
4. St. George's Cross.
5. St. Andrew's Cross.
6. St. Patrick's Cross.
7. National Flag of the British Empire.

is specially interesting, because, after many changes, so lately as October 18th, 1864, it was ordered that the red ensign once again should be the distinguishing flag of the commercial marine; and further because this proclamation of Queen Anne's is the first in which the term Union Jack was officially used.

Technically, our national banner should be called the Union Flag, though in ordinary parlance it is the Union Jack, which term ought in strictness to be confined to the small Union Flag flown from the jackstaff. The Union Flag is, besides this, only used as the special distinguishing flag of an Admiral of the Fleet, when it is hoisted at the main mast-head as near as the wireless or semaphores permit, and when the Sovereign is on board a vessel, in which case the Royal Standard is flown at the main and the Union further aft. With a white border round it, it is one of the signals for a pilot, and hence is called the Pilot Jack.

The Union Jack derived its name from the upright spar from which it is flown on a ship's bowsprit or bow, as distinguishing it from the St. George's Jack, flown from a similar spar in a similar position, which it replaced at the accession of James I. A great deal of print was wasted in endeavouring to persuade people that it got its name of Jack from Jaques, the French for James, but this laboured derivation was blown to the winds when the yachtsman asked the antiquary "How about the jackyarder?" and enquiry showed that Howard's ships in the Armada battles are described as carrying a "jack" on the jackstaff, their jack being but a small edition of the red cross of St. George.

The victories of Robert Blake were not gained under the plain Union, for on the death of Charles I England and Scotland dissolved partnership and the flag was withdrawn to be restored in the general Restoration in

1660. The earliest Commonwealth Flag was a simple reversion to the Cross of St. George. At a meeting of the Council of State, held on February 22nd, 1648–49, it was "ordered that the ships at sea in service of the State shall onely beare the red Crosse in a white flag. That the engravings upon the Sterne of ye ships shall be the Armes of England and Ireland in two Scutcheons, as is used in the Seals, and that a warrant be issued to ye Commissioners of ye Navy to see it put in execution with all speed." The communication thus ordered to be made to the Commissioners was in form a letter from the President of the Council as follows:—"To ye Commissioners of ye Navy.—Gentlemen,—There hath beene a report made to the Councell by Sir Henry Mildmay of your desire to be informed what is to be borne in the flaggs of those Ships that are in the Service of the State, and what to be upon the Sterne in lieu of the Armes formerly thus engraven. Upon the consideration of the Councell whereof, the Councell have resolved that they shall beare the Red Crosse only in a white flagg, quite through the flagg. And that upon the Sterne of the Shipps there shall be the Red Crosse in one Escotcheon, and the Harpe in one other, being the Armes of England and Ireland, both Escotcheons joyned according to the pattern herewith sent unto you. And you are to take care that these Flaggs may be provided with all expedition for the Shipps for the Summer Guard, and that these engraveings may also be altered according to this direction with all possible expedition.—Signed in ye name and by order of ye Councell of State appointed by Authority of Parliament.—Ol. Cromwell, Derby House, February 23rd, 1648." At a Council meeting held on March 5th, it is "ordered that the Flagg that is to be borne by the Admiral, Vice-Admiral, and Rere-Admiral be that

now presented, viz., the Armes of England and Ireland in two severall Escotcheons in a Red Flagg, within a compartment"; and a contemporary representation of this Long Parliament flag may be seen on the medals bestowed on the victorious naval commanders, where the principal ship in the sea-fight represented on the reverse of the medal flies it at her masthead.

A Commonwealth standard, so-called, is preserved at the Royal United Service Museum. The ground of the flag is red, but the shields are placed directly upon it without any yellow compartment, and around them is a wreath of oak and laurel in dark green.

The ordinance for the re-union of Scotland with England and Ireland was promulgated on April 12th 1654. In the first flag following that ordinance, England and Scotland were represented by the crosses of St George and St. Andrew, and Ireland by a golden harp on a blue ground which is the correct standard of that country. These were displayed quarterly, St. George being first and fourth, Ireland second, and St. Andrew third. The standard of the Protector consisted of this flag with his escutcheon of a white lion rampant on a black field placed in the centre. The harp, however, seemed quite out of place in this flag, and another was tried in which St. George was in the first and fourth, St. Andrew in the second, and the red saltire on white daringly placed in the third as representing Ireland. This was a most unsatisfactory arrangement for visibility at sea, and the old Union was reverted to, but as Ireland was not shown on it, a golden harp was placed in the centre, and at the Restoration the harp was removed and the flag became as it was at the death of Charles I. And such it remained until the union of Ireland with Great Britain in 1801 when a new Union Flag had to be devised in which some emblem of Ireland

had to be introduced; and for this purpose the so-called cross of St. Patrick was added.

The cross of St. Patrick is not found among the emblems of saints, and its use is in defiance of all tradition and custom. St. Patrick had no right to a cross, as he was neither crucified nor martyred, but died in his bed at the ripe old age of ninety; and, further, he was not even a saint, for he was never canonised, and his saint-hood, like his cross, is due to popular error. The saltire rouge on a field argent was the heraldic device of the Geraldines dating at least from Maurice Fitzgerald the grandson of Rhys the Great, King of South Wales, who landed in Ireland in 1169 on the invitation of King Dermod of Leinster; and consequently it is the banner not of St. Patrick but of the Norman invader which was adroitly palmed off on the people of these islands as distinctive of the patron saint and, as we have seen, came in handy when another cross was wanted to take the place of the harp on one of the ensigns of the Commonwealth.

St. Patrick—according to the most credible story—was born in Scotland, at Dumbarton, in 373. He was the son of a Scottish deacon, which was not quite the same thing then as now. When a boy he was carried off by a band of raiders from the north of Ireland and sold as a slave to a chieftain in Antrim who set him to work tending cattle, and thought fit to change his name from Sucat to Cothraig, "signifying four families and designing to convey the circumstance of his having been purchased from the service of three persons, his masters by capture, to be employed under the fourth who so named him." After six years, during which he picked up the Irish language, he made his escape and was taken on board a ship to look after some Irish wolfhounds that were being exported to the

East. He landed at the mouth of the Loire and took the hounds overland to Marseilles where his engagement ended. In his endeavour to improve his education in Gaul he eventually became a pupil of St. Martin of Tours under whom he studied for four years. On taking priest's orders his name was changed, for the second time, to what is phonetically written as Mawn, and on his consecration as bishop he changed his name for the third time and became Patricius; and it was as a bishop that he went from Britain to Ireland at the head of a missionary expedition, and there he died, apparently at Armagh, on the 17th day of March, 463. He did not convert all Ireland, and some tell us that he was preceded by Palladius and went to Wicklow to secure for orthodoxy the pre-Patrician Pelagian communities.

The first intimation of the composition of the new national flag was made in the Order of the King in Council of the 5th of November, 1800, and the immediate use of the flag was required by the following proclamation of the 1st of January, 1801: "Whereas by the First Article of the Articles of Union of Great Britain and Ireland it was declared: That the said Kingdoms of Great Britain and Ireland should upon this day, being the First Day of January, in the Year of our Lord One Thousand Eight Hundred and One, for ever after be united into One Kingdom, by the name of the United Kingdom of Great Britain and Ireland and that the Royal Style and Titles appertaining to the Imperial Crown of the said United Kingdom and its Dependencies, and also the Ensigns Armorial, Flags, and Banners thereof, should be such as We, by our Royal Proclamation under the Great Seal of the said United Kingdom should appoint: We have thought fit, by and with the advice of our Privy Council, to appoint and declare that our Royal Style

and Titles shall henceforth be accepted, taken, and used as the same set forth in Manner and Form following: Georgius Tertius, Dei Gratia, Britanniarum Rex, Fidei Defensor; and in the English Tongue by these words: George the Third, by the Grace of God of the United Kingdom of Great Britain and Ireland King, Defender of the Faith; and that the Arms or Ensigns Armorial of the said United Kingdom shall be Quarterly: first and fourth, England: second, Scotland: third, Ireland: and it is Our Will and Pleasure that there shall be borne thereon on an escutcheon of pretence, the Arms of Our Domains in Germany, ensigned with the Electoral Bonnet: and that the Union Flag shall be Azure, the Crosses Saltire of St. Andrew and St. Patrick Quarterly, per Saltire counterchanged Argent and Gules: the latter fimbriated of the second, surmounted by the Cross of St. George of the third, fimbriated as the Saltire."

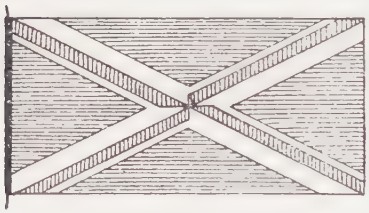
Such was the flag as described by the heralds, but as will appear on examination, it does not exactly conform to its heraldic description. This will be clear to the reader if he will make two coloured drawings, one of the flag as described in the proclamation and the other from the measurements required by the Admiralty. For some years after the union there were, as a matter of fact, two patterns—one used by the soldiers, which came from the College of Arms whence all military flags still come which was exactly according to the blazon; and the other issuing from the Admiralty and used afloat. There can be no doubt as to which is the more effective and more visible at a distance; and the King's Colours of our infantry regiments took on a gradual change, and as they wore out were replaced by new ones as nearly approaching the navy pattern as the heraldic conscience permitted until now there

is practically no difference except in the proportions of length and width.

The Order in Council referred to a draft or drawing of the proposed flag, and of this drawing the one accompanying the Admiralty memorandum professed to be a copy, which it may have been; but if so the heraldic draughtsman did not follow his instructions; though perhaps some practical man adjusted the design, as textile designs are adjusted to suit the loom, in the one case, as generally in the other, with a happy result. The blazon directs that the Cross of St. George shall be "fimbriated as the saltire," that is, it must have a border the same as that of the Irish saltire; but in the drawing the border of the Cross of Ireland is less than one-sixtieth the width of the flag, while in the Admiralty memorandum the border of the Cross of St. George is one-fifteenth and it is about that in the drawing. This is in no sense a fimbriation; it represents two crosses, a white one with a red one over it. According to Sir John Laughton "a fimbriation is a narrow border to separate colour from colour: it should be as narrow as possible to mark the contrast; but the white border of our St. George's Cross is not, strictly speaking, a fimbriation at all: it is a white cross of one-third the width of the flag surmounted by a red cross." The Admiralty memorandum is responsible for another difference. When two saltires are placed on the same shield or flag they should be of the same width, and such the Crosses of Scotland and Ireland should be. In the official drawing of 1800 they are nearly the same, but the Admiralty disregarding both blazon and drawing makes the Scottish saltire one tenth the breadth of the flag and the Irish saltire only one fifteenth. In short if our Union Flag agreed with its blazon the Crosses of St. Andrew and St. Patrick would be of the same width

and the border of St. Patrick's would be as wide as that of St. George.

As the Irish Cross was to be of the same width as the Scottish, one could not be placed over the other without obliterating it, and if the red were on the top it would show as being on a blue field instead of on a white one. It was to avoid this difficulty that the diagonals were counterchanged, that is, so arranged that in one half of the flag they are of the same colour (red) and metal (argent, that is, white) as in the other, but reversed, the red taking the place of the white and the white that of the red—the effect being that on each half of the flag one cross appears higher than the other and the red bars are not in the middle nor continuous right across. No criticism or objection has ever come from Ireland as to the Union Flag, but in 1853, some of the Scots renewed their grievance against the Cross of St. Andrew being placed behind that of St. George "and having a red stripe run through the arms thereof, for which there is no precedent in law or heraldry"—a revelation of ignorance of which every educated Scotsman is ashamed. Scotsmen have at least the satisfaction of knowing that St. Andrew must always be on the top with his right hand in the very point of honour, and if the flag is not so hoisted it is upside down and a signal of distress.



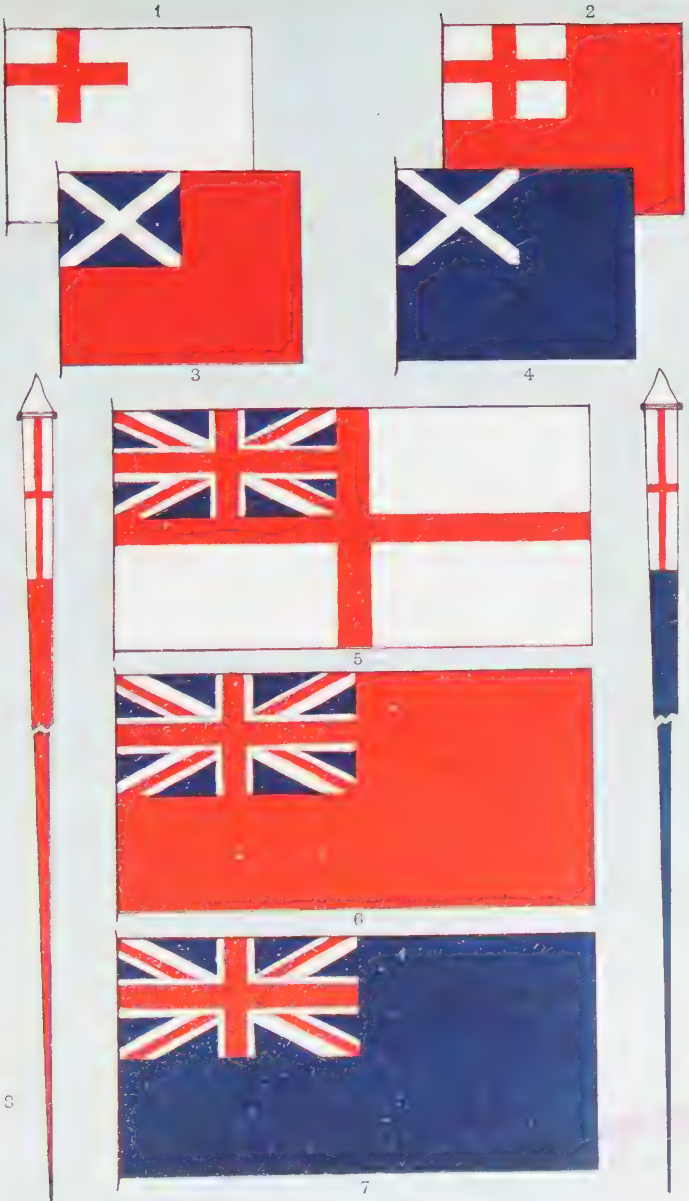
Counterchange of St. Patrick's Cross.

The dimensions of the Union Flag are officially given as follows:—in the St. George's Cross the red cross is one fifth the width of the flag and its white borders one

PLATE VII.

Ensigns and Pennants.

1. English White Ensign.
2. English Red Ensign.
3. Scottish Red Ensign.
4. Scottish Blue Ensign.
5. British White Ensign.
6. British Red Ensign.
7. British Blue Ensign.
8. The Red Pennant
9. The Blue Pennant.



Pl. VII.

Ensigns and Pennants.

fifteenth the width of the flag, that is one third the width of the red cross; in the St. Andrew's and St. Patrick's Crosses the red is one fifteenth the width of the flags, or one third the width of St. George's Cross, that is equal to the border of that cross, the narrow white border is one thirtieth the width of the flag, or one sixth the width of the red St. George's Cross, the broad white border is one tenth the width of the flag, or one half the red of St. George's Cross, and therefore equal to the red and narrow white together.

To put it in other words, in a 10-breadth flag, that is one of 7 ft. 6 in. in the hoist, the red of St. George's Cross will be 18 in. and the white 6 in., the red of the saltires will be 6 in., the narrow white border 3 in. and the broad white border 9 in. As the breadths of the red and narrow white stripe of the saltires are together equal to the broad white stripe, it follows that the centre line of the three stripes is one edge of the red cross and forms a diagonal to the flag, the broad white being on the upper part of the cross in the quarters of the hoist and on the lower part of the cross in the quarters of the fly. In the Royal Navy the Union used to be one of the flags in a signal denoting a warship's name; and it is still always hoisted to a salute by a gun when a court-martial meets and is kept flying during the sitting.

There are three British ensigns, the white, the blue, and the red; the white ensign, the white flag with the red cross of St. George and the Union in the upper canton, being distinctive of the Royal Navy. For over two hundred years the Navy was divided into three squadrons, distinguished by their respective ensigns, the red squadron ranking first and the blue last, but this plan had many disadvantages. It was puzzling to foreigners, and it was necessary that each

vessel should have three sets of colours to be able to hoist the right flag for the squadron in which for the time being it might be placed. It was also awkward that, by the order of Queen Anne already noted, the peaceful merchantmen were wearing the red ensign; but the great objection was that the red and the blue were not easily distinguishable among the battle smoke and too much like some of the foreign flags when not flying clear against the sea or sky; hence at Trafalgar Nelson, who was Vice-Admiral of the White, ordered the whole of his fleet to hoist the white ensign as being more distinguishable from the French flag in action. But there were difficulties regarding the seniority of the admirals on the three lists, and it was not until July 9th, 1864, that an Order in Council put an end to this three-flag system, and declared that the white ensign alone should be the flag of the Royal Navy.

"His Majesty's Ships," so runs the Regulation, "when at anchor in Home Ports and Roads, shall hoist their colours at 8 o'clock in the morning, from 25th March to 20th September inclusive, and at 9 o'clock from 21st September to 24th March inclusive; but when abroad, at 8 or 9, as the Commander-in-Chief shall direct; and they shall be kept flying if the weather permit, or the Senior Officer present sees no objection thereto, throughout the day until sunset, when they are to be hauled down." On the hoisting of the ensign all work stops and all ranks muster on deck, standing at the salute as the band plays the opening bars of the National Anthem, the man at the halliards timing his pulls so that the ensign reaches the truck at the last note of the band, just as it reaches the deck in the evening when it is played down. When at sea, on passing, meeting, joining or parting from any other of His Majesty's ships or on falling in with any other

ship the ensign is hoisted and also when in sight of land, and especially when passing any fort, battery, lighthouse, signal station or town, or when coming to an anchor or getting under way if there be sufficient light for the colours to be seen; but "His Majesty's Ships shall not, on any account, lower their flags to any Foreign Ships whatsoever, unless the Foreign Ships shall first, or at the same time, lower their flags to them." In two of the ensigns the Union is half the length of the flag and half its width. In the white ensign the St. George is two-fifteenths the width of the flag and the Union is one-fifteenth less in length and width. Thus in a 10-breadth white ensign the red cross is 12 in. wide, and in the Union the crosses are—red 6 in., white 2 in., and in the diagonal crosses the red is 2 in. the narrow white 1 in., and the broad white 3 in.

It is a serious offence for any vessel to fly improper colours, the authority being the Merchant Shipping Act, 1854, according to the 105th Section of which "if any Colours usually worn by Her Majesty's Ships, or any Colours resembling those of Her Majesty, or any distinctive National Colours, except the Red Ensign usually worn by Merchant Ships, or except the Union Jack with a White Border, or if the Pendant usually carried by Her Majesty's Ships, or any Pendant in anywise resembling such Pendant, are, or is hoisted on board any Ship or Boat belonging to any subject of Her Majesty, without warrant for so doing from Her Majesty or from the Admiralty, the Master of such Ship or Boat, or the Owner thereof, if on board the same, and every other person hoisting or joining, or assisting in hoisting, the same, shall, for every such offence, incur a penalty not exceeding Five Hundred Pounds; and it shall be lawful for any Officer on full pay in the Military or Naval Service of Her Majesty, or any British

Officer of the Customs, or any British Consular Officer, to board any such Ship or Boat, and to take away any such Jack, Colours, or Pendant: and such Jack, Colours or Pendant shall be forfeited to Her Majesty."

The "Naval Discipline Act" better known as "The Articles of War," commences with the true and noble words—"It is on the Navy, under the Good Providence of God, that our Wealth, Prosperity, and Peace depend," and the glorious traditions of this great service have been maintained to the full as effectually under the white ensign as in any former period.

The blue ensign is now distinctive of the Public Offices, the Consular Service, the Colonial Governments and their warships, of hired transports, of hired surveying vessels commanded by officers of the Royal Navy, of commissioned officers serving as Mail Agents, of the Fishery Board for Scotland, of Pacific Cable Board Ships, of Lloyds (in boats), of the Indian Marine (with badge) and of the Royal Naval Reserve, and, in a small way, in times of peace, of such of the yacht clubs as have obtained the Admiralty's permission; one yacht club alone, The Royal Yacht Squadron, being authorised to fly the white ensign. The privilege of flying the blue ensign is allowed to British merchantmen commanded by officers on the retired list of the Royal Navy, or by officers of the Royal Naval Reserve on condition that (*a*) the Officer commanding the ship must be one of these officers; (*b*) ten of the crew must be officers and men belonging to the Royal Naval Reserve who are not in arrear with their drills, though men of the Royal Fleet Reserve, Naval Pensioners, and men holding Royal Naval Reserve Deferred Pension Certificates, may be included in the number specified; (*c*) before hoisting the blue ensign the Officer commanding the ship must be provided with an Admiralty War-

rant; and (*d*) the fact that the Commanding Officer holds a Warrant authorising him to hoist the blue ensign must be noted on the ship's Articles of Agreement. In addition to this the blue ensign is worn by the British merchant ships in receipt of an Admiralty Subvention. The blue ensign is not to be worn if the Naval Officer to whom the warrant was issued is not in command of the ship; if the number of men of the Royal Naval Reserve on board is less than ten, unless it can be shown by the endorsements on the Agreement or by entries in the official log, that the reduction in the number was caused by death, sickness, desertion, joining one of His Majesty's Ships, or by some unavoidable casualty; and if these conditions are not being complied with, the Warrant is seized and returned with a report to the Admiralty, as is also the flag if it is found to be flying.

The white ensign is never flown with a badge on it, but the others are, as will be seen later on, and when the blue ensign is worn by a merchant vessel it is subject to the same law as the red. "The Red Ensign," says the Merchant Shipping Act, "usually worn by merchant ships, without any defacement or modification whatsoever, is hereby declared to be the proper national colour of all ships and boats belonging to any subject of Her Majesty, except in the case of Her Majesty's ships or boats, or in the case of any other ship or boat for the time being allowed to wear any other national colours, in pursuance of a Warrant from Her Majesty or from the Admiralty."

This Act goes on to say that any ship belonging to any British subject shall, on a signal being made to her by a ship of the Royal Navy, or on entering or leaving any foreign port, hoist the red ensign, and if of fifty tons gross tonnage or upwards, on entering or

leaving any British port also, or incur a penalty not exceeding one hundred pounds.

The earliest form of red ensign is seen in a picture at Hampton Court, representing the embarkation of William of Orange for England, in the year 1688, his ship being shown as wearing a red flag with St. George's Cross in the canton. We get, therefore, a regular sequence of red ensigns; that with St. George's Cross alone in the corner next the masthead, that with the Union of St. George and St. Andrew, and that of to-day with the Crosses of St. George, St. Andrew, and St. Patrick.

Some knowledge of flag etiquette is valuable not only to the sailor, the soldier or the traveller, but even to the churchwarden who hoists the Royal Standard, or the Union, or the White Ensign on the church tower, whereas the proper flag is that of St. George, irrespective of the saint to whom the church may have been dedicated. Some churchwardens are of opinion that, when the living is in the gift of the Crown or the incumbent is a King's Chaplain, they have a right to fly the white ensign, but they would soon have to pay for their mistake if the church got afloat.

To those who know anything about flags the sort of outburst of silk, bunting, jute and cotton that takes place on any occasion of public rejoicing is simply deplorable. The mere disfigurements of the handkerchief type may be forgiven, seeing that to some people any coloured piece of stuff that will flutter in the wind is a decoration; but what is so particularly offensive is the ignorance displayed in the treatment of recognized flags and their wretched imitations. In every town, even in London, notwithstanding the prohibition against its use, you will find the Royal Standard betokening the presence in the house of some member of the Royal

Family representing the King in too many places for it to be possible that all the people displaying it can be entertaining so distinguished a guest; and in some cases the flag, like the Scottish Standard of similar meaning, is upside down or half-way round. You will come across red flags, the symbol of revolution or the sign of a powder magazine; or yellow ones indicating that such houses are nests of infection; or green ones proclaiming that they are on the site of a wreck; and in nearly every street you will descry the Union, the three Ensigns—white, blue, and red—even the Stars and Stripes, the numerous Tricolours, and many others capsized in token of distress. And mistakes like these are met with at other times in most unlikely places. The writer once found the Imperial Institute flying the Union wrong way up, and he called in and told the secretary, whereupon the commissionaire was promptly despatched to "get that flag down and hoist it in the right way; couldn't you see the toggle?"

CHAPTER III

FLAGS OF THE NAVY, ARMY, AND PUBLIC DEPARTMENTS

THE flag of the British Admiralty was introduced by James, Duke of York, afterwards James II, as Lord High Admiral and Lord General of the Navy; and in 1725 it was adopted by the Lords Commissioners. As then flown it had the cable twisted round the anchor, converting it into the seamen's horror, a foul anchor; and the anchor was not cleared until 1815, when the change was made only in the flag so that the foul anchor still appears on the buttons of our naval uniform. It should be noticed that the cable is now passed under both flukes, and not under one and over the other as occasionally figured. For years it was flown over the Whitehall front of the Admiralty where it is now replaced by the white ensign. Up to June 28th, 1707, it was the flag of the English Admiralty only, the Lord High Admiral of Scotland being a separate office; the first Lord High Admiral of Great Britain being Prince George of Denmark, the husband of Queen Anne.

The Admiralty flag does not return salutes, but whenever may be deemed necessary by My Lords orders are given by signal or otherwise for some other ship in company to return the salute of a foreign warship gun for gun. The flag is hoisted when the Lords of the Admiralty are embarked, and it is hoisted on the

foremast of the Royal Yacht whenever the Sovereign is on board. The King is the head of the Navy and the Lords Commisssioners come next, so the Royal Standard flies at the main, for the main is more honourable than the fore.

Next in rank in the Navy comes the flag of an Admiral of the Fleet which is simply the Union; then comes the flag of an Admiral, which, as already mentioned, is the old English national flag—the Cross of St. George. A Vice-Admiral flies the same flag with one red ball, half the vertical depth of the white, in the upper canton, and a Rear-Admiral has a ball of similar proportions in both the white sections of the hoist, while a Commodore has the St. George's Cross on a broad pennant which is cut in the fly; the long narrow white pennant being that of the Captain, or in smaller vessels the commanding officer of whatever rank, who holds the commission to command the ship. Two other white pennants are seen afloat both of them short in the fly, one being carried by merchant ships having the Royal Mail aboard which has a red crown and post-horn besides the inscription, and the other the C signal pennant with the red ball which by itself means Yes; but signals can be more conveniently dealt with in a separate chapter later on.

Passing from the Navy to the Army we have already seen that standards are borne by the Life Guards, Horse Guards and Dragoon Guards, and guidons by the Royal Dragoons, Scots Greys and Inniskillings—that is so far as the regular army is concerned, the Yeomanry, which is a Territorial force, being also entitled to carry guidons. Hussars, Lancers, Royal Artillery, and Engineers have no colours; but each battalion of infantry other than the rifle regiments has two, known as the King's Colour representing the nation, and the Regi-

mental Colour representing the regiment; the first, except in the Guards, being the Union with a crown and the name of the regiment in the centre, the other being of the colour of the facings of the regiment with a broad St. George's Cross on it when the facings are white. In all cases this colour bears the regimental badges, mottoes, and honours, that is the names of the battles in which the regiment has taken part. The only other flags, except those used afloat and for signalling purposes, assigned to the army are the camp colours which are eighteen inches square and of the colour of the facings of the regiment using them, with the abbreviated title of the regiment upon them as worn on the shoulder-straps of the non-commissioned officers and men; and the saluting colour, which is an ordinary camp colour bearing a transverse red cross, or, when the facings are scarlet—as in the Duke of Wellington's regiment—a transverse blue cross.

The King's Colour, like the other, is of silk. It is used for military purposes on land only and should never be called the Union Jack which in its turn should never be described as the King's Colour as is done, colour plate and all complete, in *The American Flag* issued officially by the New York State Education Department in 1910. An author who does not know the Union Jack is not quite a safe guide for the children of New York or any other state. The King's Regulations are clear with regard to this matter in their section about flags: the Union Jack, being the distinguishing flag of an Admiral of the Fleet only, is not allowed to be flown on military boats and vessels, but War Department vessels and boats are authorized to carry the blue ensign with these two devices: for General Service (Army Service Corps) crossed swords are used, for Royal Artillery and Ordnance Services—that is boats manned by crews of

the Royal Artillery or Army Ordnance Corps—the Ordnance arms are the proper badge; and a special Union bearing in its centre, as a distinguishing mark, the Royal cypher surrounded by a garland on a blue shield and surmounted by a crown, has to be flown by general officers commanding when afloat.

The colours are the representatives of the old banners, the regiment representing the baron's array made up of the companies which represent the retinue of the knights; hence in the old days there was a stand of colours to every company. These colours were called ensigns when infantry were first organized into regiments and for some time after. At Edgehill, however, we read of King Charles's Royal Regiment of Foot-Guards losing eleven out of thirteen colours; and at the beginning of our standing army in 1660, or rather 1661, we have a Royal Warrant, dated February 13th, authorizing the newly raised Foot-Guards to have twelve stands of colours, thus—"Our Will and pleasure is, and we do hereby require you forthwith to cause to be made and provided twelve Colours or Ensigns for our Regiment of Foot-Guards, of white and red taffeta, of the usual largeness, with stands, heads, and tassells, each of which to have such distinctions of some of our Royal Badges painted in oil, as our trusty and well-beloved servant, Sir Edward Walker, Knight, Garter Principal King-at-Arms, shall direct."

The Guards have always had little ways of their own to distinguish them from the Line. They not only have company colours, which bear the badges of our Kings and Queens, but they reverse the usual practice in making the Union their Regimental Colour, their King's Colour being crimson. The battalions are known by the royal badges on this flag. The first and third battalions of the Grenadiers bear an imperial crown

over a grenade, the third being distinguishable from the first by a pile wavy issuing from the small Union like a golden tongue; the second battalion is known by the crown and royal cypher being over the grenade. The thirty company badges are borne in rotation, three at a time on the Regimental Colour of each of the battalions, the badge being placed in the centre of the Union with an imperial crown above it. The first and third battalions of the Coldstreams have in the centre of the crimson flag a garter star with a crown over it, and under the star is a sphinx superscribed Egypt, the third differing from the first in having the golden tongue as with the Grenadiers; the second battalion being distinguished by an eight-pointed silver star within the garter, the crown, sphinx and motto being the same as with the others. The twenty-four company badges are also borne in rotation three at a time, and these are placed in the centre of the Union with the crown above and the sphinx below. The Scots Guards distinguish one battalion from the other by the first bearing the royal arms of Scotland and the motto "En! Ferus Hostis," with the crown above and the sphinx below; the second having the thistle and the red and white roses with "Unita Fortior" as the motto; the company badges being also borne in rotation on the Regimental Colour, three at a time. With the Irish Guards in each battalion the eight company badges are also borne in rotation, the King's Colour having the royal monogram within the collar of the Order of St. Patrick surmounted by the crown. We have mentioned the Guards first as being an exception to the general rule; in precedence, however, they rank after the cavalry, Royal Artillery and Engineers, and a few words must be given to the thirteen of these corps who carry colours.

Standards and guidons are always crimson in the

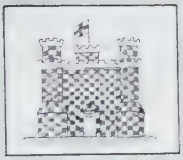
British army. The standards of the two regiments of Life Guards are almost identical. All three bear the Royal Arms as a badge and begin their battle honours with Dettingen, the Blues differing from the others in bearing in addition to theirs Willems, and Beaumont, where, on June 26th, 1794, thirteen squadrons of British cavalry and six of Austrian routed 20,000 infantry, and Warburg where the colonel of the Blues, the Marquis of Granby, after a high trot of five miles led them hatless in the charge, "going bald-headed for the enemy," and thus originated the well-known phrase.

The seven regiments of Dragoon Guards bear a white horse on their standards at each of the opposite corners. The First, or King's Dragoon Guards, have the royal cypher within the garter and I.K.D.G. on a blue label at the corners not occupied by the white horses. The Second bear the cypher of Queen Charlotte, after whom they are called the Queen's Bays, and at the opposite corners to the horses are two II.D.G. buff labels, the regimental facings being of that colour. The Third being the Prince of Wales's Dragoon Guards have the plume of feathers, and the four corners of the standard are occupied by the two white horses and the rising sun and the red dragon. The Fourth being the Royal Irish Dragoon Guards have the harp and crown over the St. Patrick star, the corners being occupied by the horses and blue labels with IV.R.I.D.G. on them. The Fifth have V.D.G. in the centre and white horses at three of the corners, the other corner having a rose, shamrock and thistle; their motto is the "Vestigia nulla retrorsum" of John Hampden's regiment and green being the colour of their facings they are known as the Green Horse. The Sixth are the Carabiniers; they have VI.D.G. in the centre of their standard, with two rose, shamrock, and thistle badges in the

PLATE IX.

BADGES OF REGIMENTAL COLOURS—*a*.

1. Castle of Inniskilling (6th Dragoons).
2. Castle of Inniskilling (R.I.F.).
3. Castle of Exeter.
4. Castle of Edinburgh.
5. Castle of Gibraltar.
6. Dragon rampant.
7. Dragon passant.
8. Dragon, Chinese.
9. White Horse of Hanover.
10. Royal Tiger.
11. Elephant.
12. Elephant caparisoned.
13. Elephant with howdah.
14. Sphinx.
15. Paschal Lamb.
16. Cat and Boar.
17. Antelope.
18. Lion of England.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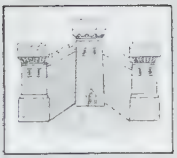
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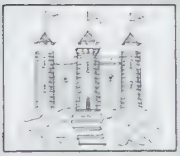
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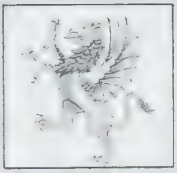
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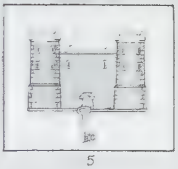
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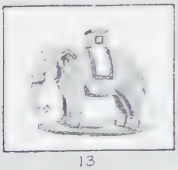
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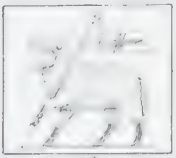
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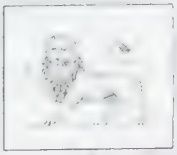
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Badges of Regimental Colours 1.

practice of placing on the regimental colour the names of the victories in which the corps had distinguished itself. At first the list was limited to battles beginning with Minden, but, after many years, earlier victories were allowed to appear, and others are being added, so that the long list must evidently come to an end some day for want of space to put the glories on. The Royal Scots, for instance, begin their honour-roll with Tangier, 1680, and proceed with Namur, 1695, and the four Marlborough victories and about a couple of dozen more. But though the honours grow, the badge forming the distinguishing centre of the flag remains unaltered, as a rule, and with these badges we must deal.

Of those already mentioned the white horse of Hanover shows that the regiment fought for the two first Georges in the Jacobite rebellions of 1715 and 1745; the other white horse, the rampant one, is the badge of Kent and does not now appear on the colours but on the head-gear of the Royal West Kent. The rose, slipped and leaved with the crown above, is the badge of the six regiments represented in Holland under Monmouth in 1673-74, and the lion of Nassau is for Namur in 1695. There are five different castles borne on the colours, including the two versions of that of Inniskilling the first of which has the middle tower lower than the other two and is borne by the Sixth Dragoons, that of the Royal Inniskilling Fusiliers having the middle tower higher than the others, and in both cases the middle tower flies the Cross of St. George. The castle of Exeter has three towers of equal height in a triangular courtyard and without a flag; that of Edinburgh has three round towers of equal height, each flying a broad pennant, the castle being on a rock with steps up to it; that of Gibraltar has always a key below it and distinguishes the regiments that took part in

PLATE X.

Military Flags—1.

1. Guidon of the Royal Scots Greys.
2. Standard of the King's Dragoon Guards.
3. War Office. Ordnance Flag.

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Military Flags — 1.

were raised to protect, and hence the Braganza badges. The colour bears two mottoes, "Pristinæ virtutis memor"—"mindful of ancient valour"—and "Vel exuviæ triumphans"—"even the remnant triumph"—the latter from the regiment's twenty-eight-hour fight at Tongres in 1703.

The Buffs are the men of Kent as distinct from the Queen's Own who are the Kentish men. Their facings are buff; their regimental colour is buff, and it bears the dragon—which is said to be intended for the griffin of the city of London arms—with a crowned Tudor rose in the corners. They claim to have fought at Zutphen under Philip Sidney and have the privilege of marching through the city of London with bayonets fixed and drums beating, like the Royal Marines and the third battalion of Grenadier Guards, owing to their having been originally recruited in 1572 out of the London Train Bands or, as it should be, Trained Bands. For years they served in Holland and did not return to England until 1665 when Charles II recalled them to become the fourth, and soon afterwards, the third of the line. Among their honours is Albuhera where their colours were saved by the heroism of their bearers. Ensign Thomas was cut down and his flag seized, but the survivors recovered it in the struggle over his body. The staff of the other flag, which was borne by Ensign Walsh, was broken, and Walsh, being himself severely wounded, tore off the flag and thrust it in his breast, where it was found, saturated with blood after the battle. The flag of the 29th was similarly saved by Ensign Vance, who fell a little later in the day. Well has Kipling written that "on the bones of the English the English flag is stayed."

The King's Own (Royal Lancaster) has of course a blue regimental colour, and it bears the royal cypher within the garter with the lion of England at each corner.

It began as the Second Tangier Regiment, but it begins its honour-roll with Namur and includes Bladensburg, where Ross's victory over the Americans in 1812 led to our capture of the city of Washington.

The facings of the Northumberland Fusiliers are gosling green, so-called after one of their colonels, and their regimental colour corresponds. It bears the George and Dragon and, in each corner, a red and white rose slipped with a crown above it. The honour-roll begins with Wilhelmstahl, which is the same battle as Willems on the standard of the Blues. This was one of Granby's battles, under the Prince of Brunswick of course, in 1762, where the Fusiliers defeated the French Grenadiers and won their fur caps, the red and white plume being the white plume dipped in the blood of the French in St. Lucia.

The Royal Warwickshire carry the antelope with the crowned red and white rose in the corners, the antelope being from their defeat of the Royal Africans at Saragossa, on August 20th, 1710, though it is one of the royal badges and was a supporter of the royal arms of the Lancastrian kings. The honours begin with Namur, 1695, followed by Martinique, 1794. The Royal Fusiliers also bear Namur, 1695, followed by Martinique but it is the Martinique of 1809. Their colour has the united red and white rose within the garter with the white horse in each of the corners. They began as the Tower Guards and had their name changed to Our Royal Regiment of Fusiliers in 1685; in short they are the original fusiliers and are the City of London Regiment. The fusil was shorter and of smaller bore than the musket and had a flint lock instead of a burning match; and it was a lighter and handier weapon. Fusiliers were introduced for the protection of artillery, and carried with them "turnpikes"—that is chevaux-de-

frises—in sections, a bar being carried by each man, and the spar, through which the bars were pushed, was carried by two men in turn—a nice, light equipment, to provide for which fusils were, for the first time, provided with slings, so that the men could hang them over their backs and keep their hands free.

The King's (Liverpool Regiment) bears the white horse in the centre of its blue colour with the royal cypher in each of its corners, and it also has the sphinx. It began as the Princess Anne of Denmark's Regiment and was called the King's for having done well and suffered much at Dunblane in the Fifteen, whence also the Hanover horse. The motto is the "Nec aspera terrent," that is "nor do difficulties frighten us," which generally goes with the white horse. The honour-roll begins with Blenheim, but the regiment's first service was at the battle of the Boyne.

The Norfolk Regiment has yellow facings and a yellow colour bearing the figure of Britannia given it by Queen Anne for its gallantry at Almanza in 1707, and the motto is "Quo fata vocant"—"where the fates call us." Its honour-roll begins with Havannah captured by the Earl of Albemarle in 1762. The Lincolnshire Regiment bears on its white colour the sphinx; and the battle-roll begins with Blenheim. When first raised under Sir John Greville in 1685 this was the only regiment of infantry in blue uniform.

The Devonshire, with the castle of Exeter and the motto "Semper fidelis" on its green colour, is the old Bloody Eleventh of Salamanca. It began business with the battle of the Boyne, but its roll of honour is headed by Dettingen. The Suffolk has on its yellow colour the Gibraltar castle and key, and as usual the motto "Montis insignia Calpe," that is "the badge of Mount Calpe" otherwise Gibraltar. Its honours begin

with Dettingen followed by Minden, and include Seringapatam.

Prince Albert's (Somerset Light Infantry) is distinguished from all other regiments of the army by bearing on its blue colour a mural crown with Jellalabad over it, and the colour also bears the sphinx. This is the regiment which, under Robert Sale, held the Afghans at bay at Jellalabad and foiled all their efforts, though earthquakes rent his mounds and filled his trenches. Its honour-roll begins with Gibraltar, 1704-5, that is its capture and first siege. The Prince of Wales's Own (West Yorkshire) has buff facings, and its regimental colour bears the three-feather plume, the white horse and the tiger; the battle-roll begins with Namur, 1695, followed by Tournay where the Duke of York defeated the French in 1794, and it includes Java which Auchmuty took from the Dutch in 1811.

Three white colours follow. The East Yorkshire is distinguished by its white facings, its white flag, and its white rose; and its battle-roll, beginning with Blenheim, is noticeable for its Martinique, 1762, and Martinique, 1794, 1809, besides Havannah, Louisburg, and Quebec, 1759. The Bedfordshire has also a white flag, but it bears the united red and white rose, and its battle-roll begins with Namur and includes Surinam. The Leicestershire on its white colour has the royal tiger superscribed Hindoostan; its honours also begin with Namur and include Affghanistan, 1839, and Afghanistan, 1878-79, an instance of the change in spelling during forty years.

The Royal Irish bear the harp and crown on their blue colour with the lion of Nassau in the corners (for Namur) and also the sphinx for Egypt and the dragon for China. The motto is "Virtutis Namurcensis Prœmium" ("Valour's reward at Namur"), and the

battle-roll begins with Namur. Alexandra, Princess of Wales's Own (Yorkshire Regiment) has a green colour with that royal lady's cypher and coronet, and its honours begin with Malplaquet. The Lancashire Fusiliers have a white colour with the sphinx and red rose and the motto "Omnia audax." Their honours begin with Dettingen and include Minden, and the regiment sports roses every 1st of August in memory of those they took from a garden and put in their hats before that battle began. The roll also includes Maida where the French and British first crossed bayonets in the Napoleon wars.

The Royal Scots Fusiliers have the thistle within the garter and the "Nemo me impune lacessit" motto, and in each corner is the royal cypher and crown. The regiment began as the Earl of Mar's and wore grey breeches; it soon became fusiliers and then Scots Fusiliers and then, in 1712, Royal North British Fusiliers a title it retained until 1877 when the Scots Fusiliers became the Scots Guards and released the title which was thereupon restored to the old regiment. The honours begin with Blenheim and include Dettingen and Bladensburg. The Cheshire Regiment has buff, that is cheese-coloured, facings and the flag corresponds. Its central device is the Tudor rose. This is a genuine territorial regiment, having been raised in Chester in 1689 and recruited in Cheshire ever since; in 1751 it became the 22nd Foot, whence its nickname of the two-twos; in 1782 it extended its title to the 22nd (The Cheshire Regiment of Foot), and in 1881 it lost its number. Its honour roll begins with Louisburg with which the conquest of Canada began, and includes Sciade for its work under Sir Charles Napier in 1842-43.

The Royal Welsh Fusiliers bear on their colour the plume of the Prince of Wales and the sphinx with the rising sun in the first and fourth corners, the red

dragon in the second corner and the white horse and its motto in the third. They began as Colonel Lord Herbert's Regiment in 1688, and were Royal Welsh Fusiliers as long ago as 1714. Their honour-roll begins with Namur and includes the Marlborough victories, Dettingen, Minden, many of the Wellington victories, and many more. Next to them come the South Wales Borderers with green facings, their flag bearing the sphinx and a long honour-roll beginning with Blenheim and including the capture of the Cape of Good Hope, 1806. They started in 1680 as Dering's Regiment, of which Marlborough was an officer until his transfer to the Guards. From 1717 to 1737 they were Howard's Greens; in 1751 they became the 24th Foot, and in 1782 the 24th (2nd Warwickshire); and in 1881 they received their new territorial name.

Following them in precedence are the King's Own Borderers formed in 1689 as the Edinburgh Regiment and holding their present title since 1805 when George III gave them their badge of the royal crest and the motto "In veritate religionis confide" ("Trust in the truth of religion") which occupy the first and fourth corners of their colour, the other mottoes being the "Nec aspera terrent" with the white horse in the other corners, and the "Nisi Dominus frustra" ("Unless the Lord build the house the labour is vain") which goes with the castle of Edinburgh that forms the central device. The colour is blue, for they are a royal regiment, and it bears the sphinx as well as the castle, and the honours begin with Namur and include Minden and Egmont-op-Zee which was fought in October, 1799. The next regiment being the Cameronians (Scottish Rifles) has no colours and does not concern us.

The Royal Inniskilling Fusiliers have their castle in the centre of their blue colour and the Hanover horse

and motto at each corner, and they also have the sphinx. The Gloucestershires bear the sphinx on their white regimental colour and a long honour-roll of over thirty victories beginning with Ramillies. The Worcestershires have the Tudor rose and a naval crown. The East Lancashires have the sphinx and the motto "Spectamur agendo," and their roll of victories begins with the capture of Gibraltar in 1704. The East Surrey also begins its honour-roll with that capture, the central device of its white colour being the Tudor rose; and the Duke of Cornwall's Light Infantry has a similar commencement to its list, and Dettingen comes next in both cases so that you have to read down to the third, the Martinique, 1794, in the one case and St. Lucia, 1778, in the latter, before you are sure of your identification, both colours being white and having the Tudor rose.

There is no doubt about the regimental colour of the Duke of Wellington's West Riding Regiment for it bears in its centre the Iron Duke's crest and his motto "Virtutis fortuna comes" which may be rendered "Luck the friend of pluck." This is the only regiment in our army named after a subject not of royal birth, and it takes its name from its first battalion, the old 33rd which Wellington joined as a major in 1793. The elephant with howdah on its scarlet colour—for its facings are scarlet—it obtained from its second battalion the old 76th. Its honours begin with Dettingen and, thanks to both battalions, it has seen service in some seventy battles since it started as the Earl of Huntingdon's Regiment in 1702.

The Border Regiment, a combination of the old Cumberlands and Westmorlands, bears on its yellow colour the former's laurel wreath for Fontenoy, where it gallantly covered the retreat, and the latter's dragon for China in 1842. Its honour-roll opens with Havannah, followed

by St. Lucia, 1778, and includes Arroyo des Molinos, where in 1811 the 34th of the British line defeated the 34th of the French line and captured its drums and drum-major's staff which it used for many years, the number coming in so handy. When the French battalion surrendered, the French officers embraced their English captors, exclaiming "Ah, messieurs, nous sommes des frères, nous sommes du trente-quatrième régiment tous deux. Vous êtes des braves. Les Anglais se battent toujours avec loyauté et traitent bien leurs prisonniers" —and the Borderers took care that they were well treated. No other regiment has Arroyo on its colours.

The Royal Sussex bears the white feather which it won on the Heights of Abraham where it defeated Montcalm's most distinguished corps the Rousillon Regiment and took from it its proud white feather, known officially as the Rousillon plume. How the white feather came to be popularly regarded as a symbol of cowardice is unknown, but it is a remarkable fact that at the outbreak of the war with Germany in 1914 some busybody proposed that a white feather should be presented by young women to young men in the seaside towns of the south as a broad hint that they ought to join the army if they had any bravery in them; and along the coast of Sussex there were girls, old and young, presenting as the emblem of cowardice the glorious badge of their gallant local regiment whose headquarters are at Chichester. The first battalion of the Royal Sussex first saw service at Cadiz in 1702, and the second battalion started in 1854 as the 3rd Bengal European Infantry. The roll of honour begins with the capture of Gibraltar in 1704 and includes Louisburg, Quebec, Martinique, 1762, Havannah, St. Lucia, 1778, and that terrible bayonet fight at Maida when Napoleon's veterans first met a charge of British infantry and were simply swept away. The Maltese

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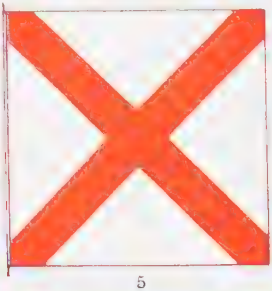

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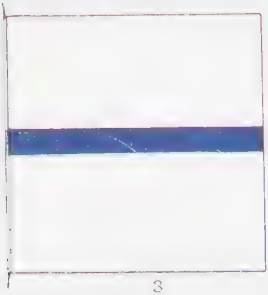

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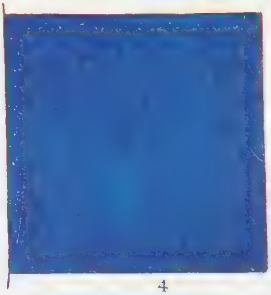

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Military Flags 2.

PLATE XI.

Military Flags—2.

1. Regimental Colour, 4th Battalion the Black Watch (Royal Highlanders)
2. Camp Colour of the Highland Light Infantry.
3. Signalling Flag for dark backgrounds
4. Signalling Flag for light backgrounds.
5. Saluting Colour of the Loyal North Lancashire Regiment.
6. Lance pennon.

Cross now borne in front of the feather is in memory of the capture of Malta in 1800.

The Hampshire Regiment combines the old 37th with the old 67th, and as both had yellow facings the present facings are yellow, and so is the regimental colour which bears the tiger won by the second battalion. The honour-roll begins with Blenheim and the other Marlborough victories and includes Dettingen and Tournay. The South Staffordshire has white facings and its colour bears the sphinx. Its honours begin with Guadaloupe, 1759, now Guadeloupe, the island with the name as spelled on our colours being on the other side of America; Martinique, 1762, comes next on the list, which is a very long one.

The Dorsetshires were Primus in Indis—who does not remember Macaulay's description of Plassey? "Conspicuous in the ranks of the little army were the men of the Thirty-Ninth Regiment, which still bears on its colours, amidst many honourable additions won under Wellington in Spain and Gascony, the name of Plassey, and the proud motto, *Primus in Indis*." They are the old 39th combined with the old 54th, and their grass green colour bears the Gibraltar castle, key and motto, and the sphinx now superscribed Egypt but formerly labelled Marabout which was captured by the second battalion in 1801 and now appears among the honours that begin with Plassey.

The Prince of Wales's Volunteers (South Lancashire Regiment) are a combination of the Fighting Fortieth with the 82nd. They have white facings, not being a royal regiment, and their white colour bears the Prince of Wales's plume and the sphinx. They have never had anything to do with Wales or its Prince the reason for the name being that the colonel who raised the second battalion in 1793 held some office in the Prince of Wales's

campaign under Bradstreet, and Mangalore, for the repulse of Tippoo in 1783, and the regiment carries another honour not on its colours but on the cap, and that is the red hackle won at Gueldermalsen in Holland under Dundas in January 1795.

The Oxfordshire and Buckinghamshire Light Infantry bear the Tudor rose and begin their honours with Quebec, 1759. The name dates from 1881 when the old 43rd (Monmouthshire Light Infantry) were combined with the old 52nd (Oxfordshire Light Infantry) who played such a distinguished part under Colborne at Waterloo. The combination was quite a happy one, for the regiments had frequently fought side by side, but the substitution of Buckinghamshire for Monmouth and the reversal of the title was anything but pleasing though rendered necessary by the territorial reorganization. The connection of the famous old 43rd with Monmouth began in 1782, and it was of one of its colours in Monmouth Church that Sir Edward Hamley wrote—

"A moth-eaten rag on a worm-eaten pole,
It does not look likely to stir a man's soul.
'Tis the deeds that were done 'neath the moth-eaten rag,
When the pole was a staff, and the rag was a flag.

For on many a morn in our grandfathers' days,
When the bright sun of Portugal broke through the haze,
Disclosing the armies arrayed in their might,
It showed the old flag in the front of the fight.

* * * * *

And whenever it chanced that a battle was nigh,
They saw it then hung like a sign in the sky;
And they soon learned to know it—its crimson and white—
O'er the lines of red coats and of bayonets bright.

* * * * *

In the church, where it hangs when the moon gilds the graves
And the aisles and the arches, it swells and it waves;

While, below, a faint sound as of combat is heard
From the ghostly array of the old Forty-Third."

The Essex Regiment has on its white colour the Gibraltar badge and motto, and in addition to the sphinx has an eagle; its honours begin with the castle of Moro in 1762 where the second battalion distinguished itself during the attack on Havannah which comes next to it. The Sherwood Foresters have Lincoln green facings, and sport the Tudor rose on their colour. The first battalion began in 1741 as the 2nd (Green) Marines and did not become the Nottinghamshire until 1782; the second battalion started as the 95th Derbyshire in 1824, filling a number that was once held by the old rifles, whence "I'm Ninety-five" the march tune of the Rifle Brigade. The honours begin with Louisburg, as do those of the Loyal North Lancashires who bear the red rose on their white colour. Their first battalion is the old 47th, Wolfe's Own, and the Louisburg is of course followed by Quebec, 1759. The same Canadian victories head the honour-roll of the Northamptonshires whose white colour displays the Gibraltar insignia and the sphinx. Princess Charlotte of Wales's (Royal Berkshire Regiment) bears the green dragon and opens its battle-roll with St. Lucia, 1778, Egmont-op-Zee, and Copenhagen where in 1807, Wellington, then Sir Arthur Wellesley, fought his first battle in Europe. The Queen's Own (Royal West Kent) has its motto "Quo fas et gloria ducunt" from its second battalion, the old 97th, and the sphinx from its first, the old Half Hundreth with the black facings. It was made a royal regiment in 1881, and when in place of its old black regimental colour it received one of royal blue, the old colours were reverently burnt and the ashes placed in the lid of the regimental snuff-box which is made out of the wood of the staff, and on it are engraved the names of those who bore the old colours in battle. The honours

now begin with Vimiera and include Hill's escalade of Almaraz in 1812.

The King's Own (Yorkshire Light Infantry) have blue facings and display the white rose and a motto—"Cede nullis"—which was that of their second battalion, the 105th Madras Light Infantry. Their honours are headed by Minden. Those of the King's (Shropshire Light Infantry) are headed by Nieuport where the French were driven from the siege in 1793. Being also a royal regiment, their colour is blue, and it bears the Tudor rose and "Aucto splendore resurgo" which its second battalion received in 1821. The Duke of Cambridge's Own (Middlesex Regiment) has lemon-yellow facings. Its colour obtained the Prince of Wales's plume from the East Middlesex (its second battalion) and the Duke of Cambridge's cypher and coronet in the corners from the West Middlesex, the old 57th. The honour-roll leads off with Mysore and Seringapatam, and then comes Albuhera, the Albuera of glorious memory, where out of 570 the 57th lost 423. "Die hard, my men, die hard!"—whence their nickname of Die-hards—said Colonel Inglis as he rallied his men again and again, and the call was nobly responded to; and at the victorious finish the colours had thirty bullet holes in them.

The Duke of Edinburgh's (Wiltshire) is not a royal regiment and its colour is buff, with the duke's cypher and coronet in the corners. Its first battalion is the old 62nd which wore the splashed buttons in memory of their having used up their ammunition and fired away their buttons for bullets in their successful defence of Carrickfergus castle against the French invaders in 1760: the second battalion is the old Lanarkshire that was the 99th. The honours begin with Louisburg, followed by Nive and Peninsula. The Manchesters have white facings. They were formed in 1881 as an amalgamation of the West

Suffolks with the old 96th. Their colour bears the sphinx and is noticeable for including in its honour-roll Guadaloupe, 1759, and Guadaloupe, 1810.

The Prince of Wales's (North Staffordshire Regiment) has also white facings, and its honours begin with the first Guadaloupe and include Surinam in 1804, and Reshire and Bushire of the Persian Gulf expedition of 1856, and Koosh-ab won by Outram in 1857, and Hafir on the Nile in 1896. The badges are the Prince of Wales's plume and the China dragon. The York and Lancaster Regiment has also a white colour, its badges being the tiger and the Tudor rose, as might be expected. The honour-roll begins with the first Guadaloupe and includes India, 1796-1819, and Arabia, for 1821. The Durham Light Infantry have a dark green colour, the green facings being those that were worn by the old 68th from 1758 to 1881. The second battalion began in 1826 as the East India Company's 2nd Bombay European Light Infantry, and to it are due the Reshire, Bushire and Koosh-ab on its honour-roll, which begins with Salamanca. The colour badge is the Tudor rose.

The Highland Light Infantry combine the old 71st with the old 74th and the result is one of our longest honour-rolls. It leads off with Carnatic for the war with Hyder Ali, Hindoostan, Sholinghur, Mysore and Seringapatam. The regimental facings are buff and the buff colour bears the Gibraltar insignia and the elephant with Assaye over it that is also borne by the Seaforths and the 19th Hussars. When at Fermoy in 1818 the old 74th Highlanders, now the second battalion, solemnly burnt the colours they had carried in the Peninsula War, and the ashes are still kept in a gold snuff-box. For Assaye the East India Company gave it and the Seaforths, and its own regiments engaged in that famous battle, a complimentary colour of white silk with the regiment's

number below and Assaye—and Seringapatam, to such regiments as were entitled to it—in gold letters above. The flags were borne by the two Highland regiments on parade until 1830, when although John Company's gift had been officially approved of by the home government, their use was discontinued. During the eighteenth century several regiments had been carrying three colours. The Northumberland Fusiliers continued to do so until 1833, when by an accident their colours were burnt, and when the question of granting new ones arose the right to carry the third was objected to and withdrawn; and that was the end of the three-colour system.

The Seaforth Highlanders (Ross-shire Buffs, The Duke of Albany's) have buff facings with the cypher and coronet of Frederick, Duke of York—who was also Duke of Albany—in the corners, the Assaye elephant just mentioned, and the motto "Cuidichn Righ," that is "Help the King," which was given to the Mackenzie for having saved Alexander II of Scotland when attacked by a wounded stag, as is also commemorated in the stag's head appearing on the buttons and head-gear. They wear the Mackenzie tartan and are a combination of the old 72nd and 78th, the latter being the successors of Fraser's Highlanders who did so well under Wolfe. The 78th, raised in 1778 from that disbanded regiment, distinguished themselves greatly in the Mutiny and were called by Havelock "the saviours of India." The long battle-roll begins with Carnatic and Hindoostan, and includes Maida and Kabul.

The Gordon Highlanders have yellow facings of the same colour as their tartan stripe and bear the tiger and the sphinx. The honours begin with Mysore, Seringapatam and the Duke of York's Egmont-op-Zee, and include Mandora in Egypt in 1801. Among their badges is also a stag's head, but the antlers are erect

while those of the Seaforths are horizontal. The present regiment was formed in 1881 by combining the 75th Stirlingshire with the old Gordons, the Ninety-twa of the Peninsula War, to whom most of the honours are due.

The Queen's Own Cameron Highlanders are a royal regiment, and on their blue colour have the crown and thistle and the sphinx. They were raised in 1793 as the 79th and retained the number till 1881. From 1793 to 1804 they were the Cameronian Volunteers which is not quite the same as the Cameron Highlanders. For some years after 1881 they were the only regiment of the line with only one battalion. Their honour-roll begins with Egmont-op-Zee and includes a large selection from the Peninsula array beginning with Corunna.

The Princess Victoria's (Royal Irish Fusiliers) are a royal regiment and their colour displays the Prince of Wales's plume and the sphinx with the coronet of the Princess Victoria—that is Queen Victoria before she ascended the throne—in the first and fourth corners, an eagle and laurel wreath in the second, and a harp and crown in the third. The motto is "Faugh-a-Ballagh" which means "clear the way." A close inspection will discover that the eagle in the corner has an 8 on it, the distinction belonging to the 87th, now the first battalion, for having captured at Barrosa in 1811 the eagle of the French 8th Light Infantry which was the first eagle taken in the Peninsula War. The badge of the harp and crown was used by the 87th from its raising as the Prince of Wales's Irish Regiment in 1793. The honour-roll begins with Monte Video.

The Connaught Rangers have green facings and combine the old 88th with the old 94th Scots Brigade. Their colour bears the elephant, the sphinx, and the harp and crown with its motto "Quis separabit?", the old badge of the 88th. The elephant is howdah-less, but not bare,

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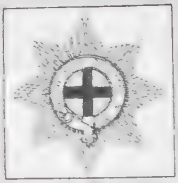
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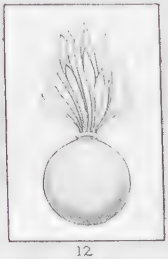
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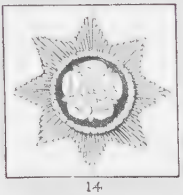
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Badges of Regimental Colours—2.

PLATE XII.

BADGES OF REGIMENTAL COLOURS—2

1. Britannia.
2. George and Dragon.
3. Prince of Wales's plume.
4. Lion on crown.
5. Garter star.
6. St. Patrick star.
7. St. Andrew.
8. Crown and thistle.
9. Harp and crown.
10. Mural crown.
11. Naval crown.
12. Grenade.
13. Death's head.
14. White rose in star.
15. Nassau arms.
16. Duke of Wellington's crest.
17. White Rousillon feather.
18. Maple leaf.

as that of the Seaforths ; he is described as caparisoned, meaning that he has a handsome cloth thrown over his back. The honour-roll begins with Seringapatam ; and no less than eight of the honours were borne by both battalions before the amalgamation.

The Princess Louise's (Argyll and Sutherland Highlanders) have yellow facings and a most elaborate regimental colour. It displays a boar's head with the motto "Ne obliviscaris" within a wreath of myrtle for Campbell, and a cat with the motto "Sans peur" within a wreath of broom for Sutherland (anciently for the land of Cat, which was Caithness and Sutherland). Across these is the cadency label of Princess Louise, Duchess of Argyll, and this is surmounted by her coronet ; and her cypher and coronet are in each of the corners. The cause of all this is that the present regiment is a combination of the old 91st (Argyllshire) Highlanders with the old 93rd Sutherland Highlanders—"the thin red line." The battle-roll begins with the Cape of Good Hope and includes Balaklava, which no other regiment of infantry has on its colour. It is there because the old 93rd withstood in line across the valley the onslaught of the Russian cavalry, and this, with the charge of the heavy brigade —and not that of the light brigade— ensured the victory.

The Prince of Wales's Leinster Regiment (Royal Canadians) has blue facings, and in each corner of the colour is a maple leaf, the Prince of Wales's feathers being in the centre. The honours begin with Niagara, against the Americans, in 1812. The first battalion was raised in Canada in 1858 to come to the aid of the Empire during the mutiny in India. This was the first Colonial contribution of the kind and the tribute of loyalty which formed the precedent for all the oversea help that our army has received. The second battalion is the old 109th Bombay Infantry. The Royal Munster Fusiliers

are the old 101st and 104th, both of which were Bengal Fusiliers. Their colour bears a shamrock and a tiger, and their honour-roll begins with a string of Indian victories ranging from Plassey to Burma in 1885–87. The Royal Dublin Fusiliers are an amalgamation of the 102nd (Madras Fusiliers) with the 103rd (Royal Bombay Fusiliers). Their colour has the tiger with Plassey and Buxar over it and "Spectamur agendo"—Clive's motto—below it, and also the elephant superscribed Carnatic and Mysore. Their honour-roll, like that of the Munsters, begins with a long array of famous Indian victories ranging from Arcot to Lucknow.

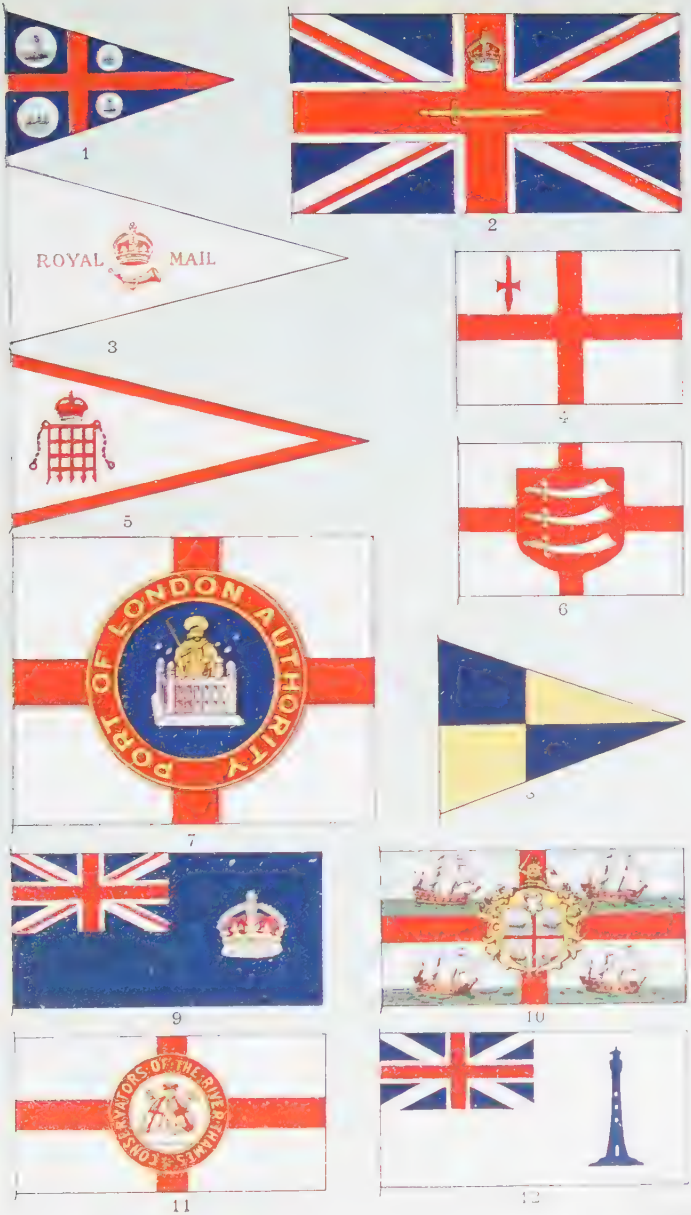
Colours may never be carried in fight again but they will always be cherished for the memories they recall. Their mute appeal is ever irresistible. When in November 1883 the old colours were borne from Edinburgh Castle to the cathedral "the multitude raised a shout and cheered, but the impulse was but momentary, for at sight of the array of tattered rags the noise of the tumult died away, and a half-suppressed sound was heard as through the hearts of the people there flashed a thrill of mingled pride and pain. Those who saw it will never forget the scene. In the centre the tattered silk of the colours, and on the fringe and in the background a wonder-stricken crowd, as past uncovered heads, past dimmed eyes and quivering lips, the old flags were carried." So it ever was ; and so it will be, even though the flags may not have passed through the storm of battle.

In this brief survey of the regimental flags of the British infantry, we have shown how they can be distinguished by their colouration, their badges and their honours which it may be as well to say are by no means the whole of the battles in which the regiment has been engaged but in many cases only those in which it has had an opportunity of distinction. Nothing has been said

PLATE XIII.

Departmental Flags.

1. Commissioners of Irish Lights.
2. Lords Lieutenant.
3. Royal Mail.
4. City of London.
5. Commissioners of Customs.
6. County of Middlesex.
7. Port of London.
8. North Sea Fishery Guard.
9. Customs Ensign.
10. Trinity House Master's Flag.
11. Thames Conservancy.
12. Commissioners of Northern Lights.



Pl. XIII.

Departmental Flags.

about the rifle regiments, because, as previously stated, they have no flags; and the light cavalry have no flags but drum-cloths, or as they are otherwise called drum-banners, the word banner being used in a special sense, for they are not flown but draped on the kettledrums.

Military officers afloat, who are not general officers commanding, carry crossed swords in the fly of a blue ensign; and county Lords Lieutenant, when on land, fly the union with a crown over a sword borne horizontally along the middle arm of the St. George's Cross. The War Office sports the blue ensign with the ordnance arms of the three cannons with the balls above, which, with a rope round it and an anchor beneath the Union, distinguishes the Naval Ordnance Department. The Transport service has a badge of a horizontal anchor on a blue ensign. The Board of Trade has a merchant ship in full sail, or rather, nowadays, under full steam. The Customs have a blue ensign with a crown in the fly, and the Commissioners have a white pennant bordered with red displaying a red portcullis with a red crown over it. The Post Office sports Father Time astonished at an impossible flash of lightning smashing his hour-glass.

The Port of London has a blue ensign with a yellow griffin flourishing a trident of the same proportions as a toasting-fork, and has also a red cross flag of which the centre is St. Paul appearing through the roof of the Tower of London. Lloyd's has a blue ensign with its badge, the arms of the city of London in the chief above a yellow foul anchor which is on the slope; and for its boats flies a white burgee with a blue cross having a red stripe along its bars, the arms as on the ensign being in the upper canton.

The Cinque Ports of old flew the half-lion and ship-stern repeated three times, but the ships as shown in the arms of Sandwich and other towns were not of the form in the present arms which from their poops are obviously

of Tudor build. We hear of the banner of the confederation "the most curious frolic in all heraldry" as early as 1275. In these days the flag is blue in its first and fourth quarters, the fourth having Dover castle by itself, and the first, in the same triplicating manner, repeating the castle three times; the second quarter is red with a coronet over a horizontal anchor on yellow in the near half and the three dimidiated lions and ships in the fly; the third quarter being also divided in half having a red three-master on a yellow field near the mast, with the dimidiated old arms as in the second—in short a complicated combination far inferior in effect to the old flag.

Trinity House has a red ensign with four old ships, of the period of its foundation in 1514, as separate pictures in its fly, the old device with the badge repeated on an escutcheon being flown by itself by the master who is generally a prince of the blood with a standard of his own. The Board of Northern Lighthouses has a blue ensign with a white lighthouse in the fly, but the commissioners have a white ensign without the red cross, in the old Scottish fashion, with a blue lighthouse in the fly, and, as already noted, the old Union in the upper canton in virtue of the formation of the Board under the powers of the Act passed in 1786. The lighthouse is that of the Bell Rock, which, though long projected, was built on the Inchcape Rock of evil memory mainly owing to the wreck there of H.M.S. York in 1803 with a loss of nearly five hundred men, being all on board. It takes the place of the bell of the Abbot of Aberbrothock.

CHAPTER IV

FLAGS OF GREATER BRITAIN

THE golden harp on an escutcheon in the centre of the Union has for years been the flag of the Lord Lieutenant of Ireland; and—with the exception of the harp on the blue field which forms the standard, the ensigns of the few boards with badges, and the red cross of the Irish Lights—it is the only Irish flag, the green piece of bunting with the Union in the corner being no flag at all but merely a street decoration mistaken for such by people who do not know that the British Empire does not have ensigns of different colours for its different states but for its different services. This Lord Lieutenant's flag formed a precedent; and the Viceroy of India became similarly distinguishable by the Union with the central badge of the Star of India surmounted by a crown, and all High Commissioners, Governors, Lieutenant-Governors, Administrators, and Lieutenants of Colonies fly the Union with a badge in the same manner.

The Indian Marine flies the blue ensign with the Star of India in the fly just as if it were a government department at home, for it was the flags of these public departments that afforded the precedent in designing our colonial ensigns which similarly bear the local insignia in the fly. The authority is the King's Regulations, Article 128—"In accordance with the provisions of the

Merchant Shipping Act, 1894, all other Ships and Vessels belonging to His Majesty's subjects shall wear a Red Ensign free from any Badge or distinctive mark, with the union in the upper canton next the staff; except such Yachts or other Vessels as may have warrants from the Admiralty to display other Ensigns, Colours, or Pendants. Colonial Merchant Vessels shall wear the Red Ensign as above, except those of Canada, Australia, New Zealand, and South Africa, which may by Admiralty Warrant wear the Red Ensign with the badge of the Colony in the fly thereof. Any Colonial Merchant Vessel may, however, carry a distinguishing Flag with the Badge of the Colony thereon, in addition to the Red Ensign, provided that such flag does not infringe the provisions of section 73 of the Merchant Shipping Act, 1894."

These badges are of considerable interest, but to show them in their proper place on the flag would mean an array of about a hundred ensigns all alike except for a circle the size of a threepenny piece; and as many are full of detail it is advisable to give them separately on an enlarged scale. In dealing with them we may as well go round the world noticing them as we go, remembering that with warships and government vessels they are borne on the blue ensign, and with merchant vessels on the red.

Our oldest colony is Newfoundland. Its badge is Mercury introducing to Britannia a kneeling sailor who has just landed from a boat owing to its fore rigging having gone wrong. "These gifts I bring to you,"—"Haec tibi dona fero"—remarks either Mercury or the sailor who is holding out what seems to be a fishing net with a couple of cod in it. It is more of a tableau than a badge, but is rendered unmistakable by the Terra Nova on the top.

Quebec has a far better badge, the English lion on a

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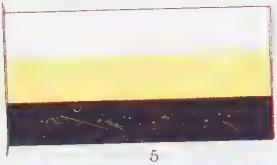
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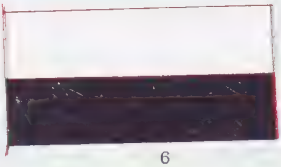
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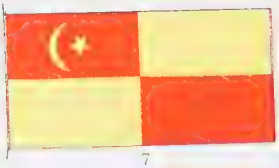
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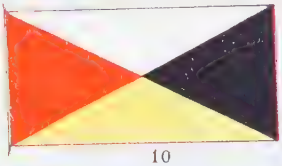
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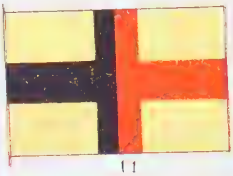
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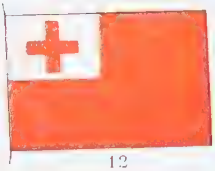
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Greater Britain and Protected States.

PLATE XIV.

Greater Britain and Protected States.

1. Dominion of Canada.
2. Commonwealth of Australia.
3. Dominion of New Zealand.
4. Union of South Africa.
5. Perak.
6. Pahang.
7. Selangor.
8. Negri Sembilan.
9. Federated Malay States, Ensign.
10. Federated Malay States, Jack.
11. Sarawak.
12. Tonga.
13. Rarotonga.

fess gules with two lilies above in memory of the old French dominion, and the green maple spray below which is clearly Canadian. That of Ontario, too, with its Cross of St. George in the chief and the yellow maple spray on the green field is good in all ways, and so are the badges of Nova Scotia with its silver salmon on the blue fess wavy, with two thistles above and one below, and New Brunswick with the ancient lymphad or galley and the lion as of Quebec in the chief. These four quartered on one shield with Ontario in the first quarter, Quebec in the second, and New Brunswick in the fourth, form the arms of Canada as granted in the warrant of 1869. Three other provinces do not appear thereon, neither Prince Edward Island (which joined the Dominion in 1873) with the lion above and the two trees, the little one under the big one—"Parva sub ingenti"—nor Manitoba (which joined in 1870) with St. George's Cross above the bison, nor British Columbia (which joined in 1871) with its union and blue bars and the third of a sun at its base; but the shield is much too full as it is and more like that of a German duchy than a great dominion.

Bermuda started with a scene at an empty dock in the worst letter-heading manner, but of late years has found a better badge in the wreck of the Sea Venture under Sir George Somers in 1609—whence the name of Somers Islands—but instead of the sunken reef now known as Sea Venture Flat, the designer provided a cliff loftier than the ship's mast-head, and he placed the shield within the grip of a fearsome red lion. The Bahamas have a large ship and two small ones within a garter on which is a motto signifying that the pirates having been expelled business has been resumed—commercia expulsis piratis restituta. Surely an opportunity has here been missed! One would have expected

something reminiscent of October 4th, 1492, when Columbus landed on San Salvador carrying in his hand the Spanish flag of red and gold, with his captains each bearing a banner charged with a green cross with F and Y for Ferdinando and Ysabil; or perhaps, a portrait, imaginary, of Roderigo de Triana who first sighted the land at two o'clock that morning and never got the reward but went to Africa and became a Mohammedan.

The Turks and Caicos Islands close to the Bahamas, and once united with them, also devote their attention to business and rejoice in a trade-mark, duly labelled with their name, in which a man is making salt in large quantities for shipment in a three-master off the shore. With Jamaica we get back to better form, the St. George's Cross with the five pineapples on it making a good shield and the lizard a good crest. British Honduras is the mahogany colony and it announces the fact in its badge, a third of which is occupied by the mahogany feller's tools including the cross-cut saw; while at the base is a barque with a red ensign and in the other third is the Union Jack which in the seal is replaced by the more appropriate mahogany tree.

The badge of the Leeward Islands was designed by the first governor, Sir Benjamin Pine, who hall-marked it for himself in a well-known example of the unfit. The royal arms with their supporters complete are adrift in the sky above a hilly country with a barque in full sail in the middle distance and a full-rigged ship, of larger tonnage but drawn half the size, closer in, and along the shore in the foreground is a pineapple bigger than either ship, for Sir Benjamin himself, with three smaller ones away to the right, for his family. In the seal of the colony, of later date, this has been revised into a passable design, for the foreground has gone, the pineapple much enlarged occupies all the middle of the

PLATE XV.

Badges and How They are Borne.

1. Viceroy of India.
2. Governor-General of Australia.
3. Lord-Lieutenant of Ireland.
4. Indian Marine.
5. Isle of Man.
6. Jersey.
7. Guernsey.

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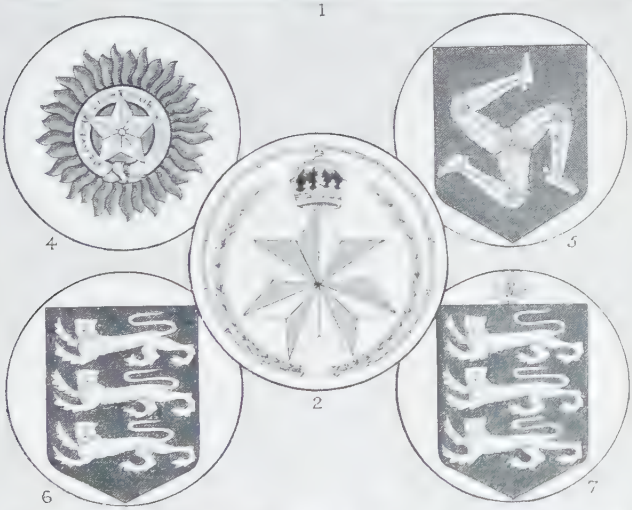

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Badges and How They are Borne.

shield, the three smaller ones are omitted, and the background is the sea with a steamer on one side and a sailing vessel on the other, both very small and clear of the distant land.

The Windward Islands have a shield within the garter, the shield having plain quarterings, red in the first, yellow in the second, green in the third, and purple in the fourth. St. Lucia, the chief coaling station for our fleet in the West Indies is distinguished by another landscape in which the two Pitons are prominent with that remarkable ever bubbling volcano, the Soufrière, in the distance. St. Vincent has another Soufrière, which erupted in 1902 and devastated a third of the island. Its badge is a classical group of a lady holding a branch as if she were about to whiff a fly off the head of another lady who is placing a wreath on an altar, the motto being Pax et Justitia, which the second lady is not.

Barbados for its badge has Britannia fully dressed in blue and red and ermine ruling the waves from the backs of two sea-horses, a chestnut and a grey. The idea is good and has been carried out excellently in the seal in which a kink in the only visible tail has improved matters immensely.

Grenada was discovered by Columbus in his third voyage, and it has apparently taken his ship, in full sail, as its badge, running before the wind straight for the island, the motto, "Clarior e tenebris" –brighter out of the darkness—referring doubtless to Grenada being out of the hurricane line. Trinidad offers quite an elaborate sea-piece with a prominent blue ensign on a jetty and a yellow mountain at the back, the principal figure being a frigate with a white ensign over the stern.

British Guiana is known to every schoolboy by its beautiful clipper in full sail; and off the other end of South America lie the Falkland Islands whose badge is

a white bull standing amid their characteristic tussac grass with a frigate in a river close by, the seal of the colony, which may become its badge, being a sea lion and a penguin.

West Africa is known by its elephant in front of a palm tree, the three colonies being distinguished by their initials in the foreground, G for Gambia, S L for Sierra Leone, and G C for the Gold Coast. Nigeria bears the royal arms with its name in a garter or the elephant with N in front. St. Helena, away out in the South Atlantic, has an Indiaman entering between two high cliffs with the red cross of old England on her ensign-staff in remembrance of its early days. Ascension has no badge; it is H.M.S. Ascension and under the white ensign.

The arms of the Union of South Africa are, quarterly, the figure of Hope for Cape Colony, two gnus for Natal, an orange tree for Orange River Colony, and a trek wagon for the Transvaal, the gnus and the tree being on gold, and the lady and the wagon on red and green respectively, and this badge without crest, supporters or motto is flown in the fly of the ensign by all the vessels of the Union. Before the Union, Orange River had a springbok and the Transvaal a couchant lion. Rhodesia has a British lion grasping an elephant's tusk with his right paw. East Africa has a red lion rampant, and Nyasaland a shrub on a yellow, white and black diagonal background; and Somaliland has the head and shoulders of a kudu.

The badge of the Seychelles is not the double coco-nut but a tall palm tree with another alongside and a turtle at the foot. Mauritius, the star and key of the Indian Sea—as its motto says—is known by the red and white dodo with its embattled border, the similarly embattled antelope and the sugar-cane in front of each; the

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Badges of the British Colonies—1.

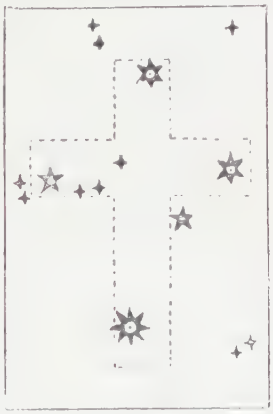
PLATE XVI.

BADGES OF THE BRITISH COLONIES—1.

1. Manitoba.
2. Nova Scotia.
3. Ontario.
4. Quebec.
5. New Brunswick.
6. Newfoundland.
7. Bermuda.
8. British Honduras.
9. Jamaica.
10. Bahamas.
11. Turks Islands.
12. British Columbia.
13. Prince Edward Island.

shield with its galley and palm trees and key and star being of the best heraldry but overpowered by the supporters.

The Australian ensign has a large seven-pointed star beneath the union and the Southern Cross of four smaller seven-pointed stars and a still smaller five-pointed star in the fly. This constellation which is a very small one has a curious attractiveness for people south of the equator, and is rather embarrassing in its popularity from a flag point of view. Even Humboldt felt its influence. "We saw distinctly," says he, "for the first time, the Cross of the South on the night of the fourth and fifth of July, in the sixteenth degree of latitude; it was strongly inclined and appeared from time to time between the clouds, the centre of which, furrowed by uncondensed lightnings, reflected a silver light. The pleasure felt on discovering the Southern Cross was warmly shared by such of the crew as had lived in the colonies. In the solitude of the seas we hail a star as a friend, from whom we have been long separated. Among the Portuguese and the Spaniards, peculiar motives seem to increase this feeling; a religious sentiment attaches them to a constellation, the form of which recalls the sign of the faith planted by their ancestors in the deserts of the new world." Five thousand years ago the constellation was visible from the Baltic, and it is now on its return journey from the south to appear again above the European horizon. The upper and lower stars are of similar right ascension,



The Southern Cross.

and on the meridian at about the same time, so that they serve to indicate the position of the south pole as Dubhe and Merak in the Great Bear do that of the north pole; and just as the Great Bear never sets in London so does the Southern Cross never set in Australia. Herewith we have a diagram showing the stars in their true position, and from it will be seen how freely they have to be treated to get them into the shape of a cross as they appear on the Australian flag.

The badge on the union which distinguishes the Governor-General of the Commonwealth of Australia is a seven-pointed star, with a crown above, set within a laurel wreath. The badges of the different states are the black swan for Western Australia; the white-backed piping crow (*Gymnorhina leuconota*) displayed for South Australia; and for Tasmania a red lion cheerfully passant with his tongue out of his mouth and a crook in his tail. Victoria has a crown and the Southern Cross again, this time with a seven-pointed star on the top, a smaller seven-pointed star on the left, an eight-pointed star at the base, a six-pointed star to the right and between it and the base a five-pointed one; New South Wales has the St. George's Cross charged with the lion of England and four eight-pointed yellow stars; and Queensland has a distinctive blue Maltese Cross with a crown in the centre.

The Governor of New Zealand's badge on the union is a wreath of fern leaves enclosing four five-pointed red stars with N Z in the middle; and the ensign of the dominion is the Southern Cross once more, this time of four five-pointed stars all the same size arranged in the fly as the cross ought to be and not as it is, the stars on the blue ensign being red; and those on the red ensign being white.

Fiji has abandoned its simple letter badge with the

PLATE XVII.

Badges of the British Colonies—2.

1. Leeward Islands.
2. Windward Islands.
3. St. Lucia.
4. St. Vincent.
5. Barbados.
6. Grenada.
7. Trinidad.
8. British Guiana.
9. Falkland Islands.
10. West Africa.
11. St. Helena.
12. Cape Colony.
13. Natal.

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Badges of the British Colonies 2.

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Badges of the British Colonies—3.

PLATE XVIII.

BADGES OF THE BRITISH COLONIES—3.

1. Orange River Colony.
2. Rhodesia.
3. Transvaal.
4. British East Africa.
5. Somaliland.
6. Nyasaland.
7. Seychelles.
8. New South Wales.
9. Victoria.
10. Queensland.
11. South Australia.
12. Western Australia.
13. Tasmania.

crown for an elaborate coat of arms with a lion in the chief, and a St. George's Cross with the white filled in with botanical specimens in three spaces and a bird in the other; this is supported by two dignified Polynesians standing on a motto in their own language, and completing the design is the crest of a catamaran which would have done excellently by itself as the badge. New Guinea has a crown with Papua below it. The smaller Pacific Islands come under the Western Pacific High Commissioner whose badge is the crown with W P H C below; or else, as in the case of the Gilbert and Ellice group, under a British Resident who has the crown above the B R.

Weihaiwei is known by the mandarin ducks on the bank of a stream, and Hong Kong by the harbour scene in which are the junk and the tea clipper with the six yards across on the mainmast. British North Borneo sports a leaping red lion with his head over his left shoulder. The Straits Settlements have as good a badge as any, the red diamond with three crowns on a three-armed field of white. Labuan, the smallest British colony, being about the size of the Isle of Wight, has a brigantine sailing past what might be mistaken for the rock of Gibraltar. Sarawak has a flag of its own, being a state under British protection with an area of some 50,000 square miles on the north-west coast of Borneo under an hereditary sovereign, the raja being a member of the family of Sir James Brooke who obtained its cession from the Sultan of Borneo in 1842. The flag is yellow with a cross black on one side and red on the other, the vertical bar being dimidiated—half red, half black.

The Federated Malay States, bordering on Province Wellesley, are under British protection and have all good flags. Perak has its horizontal white, yellow and black, which would have been better and avoided the

metal on metal difficulty if the black had been in the middle. Pahang has its white over black; Negri Sembilan has its yellow and the black and red diagonal in the canton; and Selangor has its red and yellow quarterly with the crescent and star in the first quarter. They are all unmistakable at a distance on land or sea; and the colours combined into the ensign of the federation, white, red, yellow, black, horizontally, with the leaping tiger in the central oval, or into the jack diagonally, with the red in the hoist, the black in the fly and the yellow below, are most effective.

Our old acquaintances, the Friendly Islands, far out in the South Pacific, now constituting the protectorate of Tonga, are well distinguished by the red ensign with the dumpy St. George's Cross in the upper canton; and the Cook Islands under the protection of New Zealand with the headquarters at Rarotonga have a better flag in the red, white, red horizontal with three five-pointed blue stars in the middle stripe. Another protectorate, that of Witu on the east coast of Africa at the mouth of the Tana and administered from Tanaland has a flag reminiscent of the past, it being the old jack of the privateers, the union with a red border, just as the union with a blue border is the jack of the Indian Marine. Ceylon has a pagoda with an elephant in front, the background being blue and the foreground green, surrounded by a native border in red and gold; and the Andamans and other local maritime governments under Indian administration have a yellow rampant lion holding a crown.

Returning through the Suez canal we find Cyprus with two red lions adapted from the antique, of which the upper one has parted company with his right hind leg. The flag of Malta is now plain white and red vertical and not the silver cross of eight points of the Hospitallers, the eight points being the signs of the eight beatitudes

PLATE XIX.

Badges of the British Colonies—4.

1. Papua.
2. Weihaiwei.
3. Western Pacific.
4. Hong Kong.
5. North Borneo.
6. Straits Settlements.
7. Labuan.
8. Fiji.
9. Ceylon.
10. Mauritius.
11. Malta.
12. Cyprus.
13. Gibraltar.

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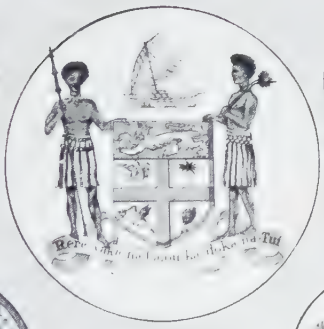

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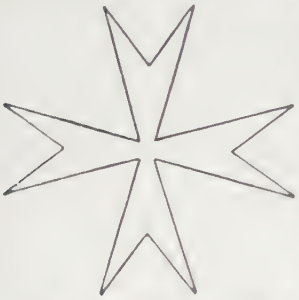
PL. XIX.

O. 110.

Badges of the British Colonies—4.

of the order—1, Spiritual joy; 2, To live without malice; 3, To weep over thy sins; 4, To humble thyself to those who injure thee; 5, To love justice; 6, To be merciful; 7, To be sincere and pure of heart; 8, To suffer persecution. This be it understood is the real Maltese Cross of the Knights of St. John with the deep indentations giving two sharp points to each limb and not the modern pattern known under the name, as in the Victoria Cross, in which the extremities of each limb are joined by a straight line. With Gibraltar we leave the Mediterranean. It has the familiar castle and key and "Montis insignia Calpe"—Calpe being the ancient name of the rock, the European pillar of Hercules, Abyla, now Apes' Hill above Ceuta, being the African pillar; the legend being that they were once one mountain which was torn in two by the Greek hero.



The Maltese Cross.

Jersey, on our way home, has the three lions of England and so has Guernsey with the addition of a sprig at the top; and Alderney has a green medallion with a golden rampant lion displaying a red tongue and balancing a crown on his head. Finally we may as well go on to Liverpool whence we started and call at the Isle of Man. "The arms of Man are legs," says Planché; heraldically they are—"gules, three human legs in armour proper, conjoined in the less point at the upper part of the thighs and flexed in triangle." The three legs thus fitted together were the arms of Sicily, but the legs were bare; when appropriated by the Manxmen they were supplied with hose, later on they were put into armour, and in the last stage they were equipped with spurs.

CHAPTER V

MUNICIPAL FLAGS

THE flag that flies on the Mansion House is the best-known example of another series of flags, that of the local authorities, which are met with all over the country and are really banners in the true heraldic sense, although so many are unauthorised and only allowed on the ground of ancient use. The city of London, for instance, can show no warrant for its arms but urges that they were acknowledged by the Heralds' College in 1623 in the grant made to Londonderry where they appear in the chief with a skeleton sitting on some stones in memory of the destruction of Derry by Sir Charles Dogherty in 1608, the new town being built on the ruins of the old by the financial help of the city of London in commemoration of which it bears the name of Londonderry. The arms are, of course, the cross of St. George with the sword of St. Paul, and not the dagger of Sir William Walworth as occasionally stated. Those of Westminster, the other city of the capital, may as well be mentioned here. They are in their present form of modern origin and consist of the old portcullis, the chief bearing the arms of Edward the Confessor between two Tudor roses on yellow.

Another well-known flag is that of the city of Glasgow whose arms had been used for centuries before they were granted by Lord Lyon King of Arms in 1866. As de-

clared in the patent they are—"Argent, on a mount in base vert an oak tree proper, the stem at the base thereof surmounted by a salmon on its back also proper, with a signet ring in its mouth, or; on the top of the tree a redbreast, and in the sinister fess point an ancient handbell, both also proper. Above the shield is placed a suitable helmet, with a mantling gules doubled argent, and, issuing out of a wreath of the proper liveries, is set for crest the half-length figure of S. Kentigern affronté, vested and mitred, his right hand raised in the act of benediction, and having in his left hand a crozier, all proper; in a compartment below the shield are placed for supporters two salmon, proper, each holding in its mouth a signet ring, or; and in an escrol entwined with the compartment this motto—'Let Glasgow Flourish.'"

The only important change in the old arms was the curtailment of the motto which used to be "Let Glasgow Flourish by the Preaching of the Word." In other respects the old rhyme is still applicable:—

> "Here's the bird that never flew,
> Here's the tree that never grew,
> Here's the bell that never rang,
> Here's the fish that never swam,
> That's jist the dru'ken salmon."

The bird is St. Serf's robin restored to life by Kentigern, better known as St. Mungo, in his youth; the tree is the bough with which the monastery lamps were relighted when he made it burst into flame; the fish and the ring—which is the one Rhydderch found on the knight's finger—are emblems drawn from the imprudence of Queen Langueth, and her remarkable deliverance by the saint who sent the monk to catch the fish that swallowed the ring; and the bell is the consecrated one brought by him from Rome on the occasion of his

last visit. As an example of what may be read into a coat of arms we cannot do better than take the following from James Cleland's *Rise and Progress of the City of Glasgow*, published in 1820. "The tree is emblematical of the spreading of the Gospel: its leaves being represented as for the healing of the nations. The bird is also typical of that glorious event, so beautifully described under the similitude of the winter being passed, and the rain over and gone, the time of the singing of the birds being come, and the voice of the turtle heard in our land. Bells for calling the faithful to prayers, and other holy ordinances of the Church, have been considered so important in Roman Catholic countries, that for several centuries past the right of consecration has been conferred on them by the dignitaries of the Church. That religion might not absorb the whole insignia of the town, the trade, which at that time was confined to fishing and curing salmon, came in for its share, and this circumstance gave rise to the idea of giving the salmon a place in the arms of the city." Concerning all which MacGregor in his history, most courteously remarks—"It is perhaps allowable to say, that such a meaning must be, from its nature, almost entirely imaginary, the only part having any appearance of probability being that regarding the salmon."

The arms of Aberdeen have a story of quite a different kind to tell. It was there that Robert Bruce took refuge after his defeat at Methven in 1306, and the citizens rising suddenly by night in a well-planned insurrection captured the castle, razed it to the ground and put its English garrison to the sword, whereupon "in honour of that resolute act," says Bailie Skene, "they got their Ensignes-Armorial, which to this day they bear—gules, three towers triple, towered on a double tressure counterflowered argent, supported by two leopards propper;

the motto in an escroll above, their watchword Bon Accord." Edinburgh has its castle, with the steps, in no way resembling the present castle alongside which is the venerable chapel, the oldest bit of architecture the city can boast, that of St. Margaret, who appears in the arms of Leith, its port, seated all alone in a ship the yards of which indicate a condition of distress—a vigorous old characteristic device comparing favourably with the vase of lilies that has distinguished Dundee from before 1637.

Newcastle has three castles on a red field like Aberdeen, but the castles are of different build and without a tressure. Gateshead has also its castle but it is on a green mount, and South Shields has the distinctive tableau of its motto—"always ready"—in the sky, and four men in a boat rowing all on one side to the surprise of the passenger and disgust of the coxswain. Nothing could be more distinctive than Sunderland's primitive sextant; and Middlesbrough's three barques, all of a row, with the blue lion under, though of course much more modern, are also unmistakable. Hull has borne the three coronets one over the other on their blue field for centuries, and Grimsby's white and black, the three boar heads and chevron, are as clear. Yarmouth combines by dimidiation its three herrings with the lions of England, recalling its ancient rivalry with the Cinque Ports especially as regards the chequered fortunes of Yarmouth Fair which claims a continuous history of over 1200 years. Ipswich in accordance with its grant of 1561 adds another note of these old times in its half-hulks and rampant lion. Hastings again shows its old Cinque Port origin in its two dimidiations of lions and ships and the middle lion complete stretching across both the red and blue halves of the shield.

Brighton's two green dolphins are well known, as are

Southampton's three roses, the white ones on red, the red one on white. Weymouth has the old ship: Dartmouth has the King in a ship with a lion on each side and the moon and sun above. Plymouth's old arms are also familiar, with their green diagonal cross and four black castles. Cardiff has its sergeant's stripes, the three red chevrons on yellow; and Newport has the reversed yellow chevron on red that was borne by the Lord of Newport, better known as the Duke of Buckingham, beheaded by Richard III—

> "The first was I that help'd thee to the crown!
> The last was I that felt thy tyranny."

Bristol's arms of the ship emerging from the castle are as old as the ship and castle depicted; but Liverpool's date only from 1797 when the heralds, having never heard of Litherland close by, were left to choose between the pool of laver—that is the seaweed Porphyra—and the pool of the liver, a bird unknown to naturalists; and, failing to find a figure of the imaginary bird, they invented a sort of short-necked cormorant, into whose beak they put a couple of fronds of Porphyra in case it was Laverpool after all. This very neat instance of heraldic hedging did not, however, meet with the success it deserved, for the old name was discovered to be Litherpool, that is the sluggish pool—yet the cormorant and the seaweed remain, for they are in the grant. No such mistake was made in the case of Barrow-in-Furness in much later days. Whatever the heralds might provide the council took care there should be no misunderstanding, and so on the yellow bend that crosses the red field diagonally there appears the simple rebus of an arrow following a bee.

Inland, a few of the noticeable ones are Lincoln with the St. George's Cross with a fleur-de-lis in the centre,

and York with a similar cross on which are five lions. Leeds has the sheep and stars; Halifax has its Haliz and Fax, or holy face, the face being that of John the Baptist whose head, it is not generally known, eventually rested at Halifax in the church dedicated to that saint. Huddersfield has three black rams with three white castles on a black chevron. Bradford has three hunting horns and a well. Rochdale has a red woolpack between two cotton sprigs. Manchester has three yellow bends on a red field with a ship in the chief which could not possibly get up the Irwell, and the grant, of date 1842, may be considered as forecasting a future port. Dudley, which has a canal port of another sort, displays a salamander amid flames and a couple of anchors between a basket of coals with a castle in the chief. Shrewsbury has three lions' heads; Bury St. Edmunds three crowns with the two crossed arrows in each; Winchester has five castles and two lions; Taunton has a cherub and a crown; and Penzance—"the holy head"—has St. John's head on the charger, his head having also reached Penzance as it did Trimingham and Amiens.

Oxford has a red ox on a rippling river which are the arms of the county; and in many other cases the arms assumed by the county are those of the county town. The heralds used to say that a county is neither a country, nor a corporation, nor a person, and consequently cannot bear arms, but the counties did so all the same, for they could not do without seals, and hence arms, and hence a flag such as can be seen flying from the Middlesex county hall at Westminster.

The counties which were ancient kingdoms have had insignia for centuries, and the later shires took arms which were mostly from the towns from which they took their names. Many of these arms make handsome flags

Berkshire flies the five heads of Reading; Buckinghamshire the swan of the Bohuns, after the earl; Cambridgeshire has the three boats under a bridge; Cheshire the three lions and wheatsheaves which were the arms of Earl Randle. Derbyshire has the stag in a ring fence of Derby; Devonshire the castle of Exeter; Dorsetshire the castle with the Tudor arms of Dorchester; Essex the ship and three daggers which represent the old seaxes of the Saxons that are shown in truer form in the arms of Middlesex that make so bold a display as an escutcheon on the Cross of St. George.

Hampshire has the three roses of Southampton, it being really Southamptonshire, corresponding with Northamptonshire which similarly flies the castle and lions of Northampton. Hertfordshire has a stag in a park; Huntingdonshire has the stag being shot at under a tree by Robin Hood, whom some say was its earl, though Robin is often given a red coat instead of one of Lincoln green. Kent is known by its white horse of the Jutes which it now combines with the arms of Canterbury; Sussex flies the arms of Chichester; Surrey those of Guildford; Cornwall flies the fifteen balls, or bezants if you please; Rutland flies the horseshoe; Somerset the sword and wall; and Wiltshire the sword and key.

CHAPTER VI

CLUB FLAGS AND HOUSE FLAGS

IN the early years of the nineteenth century there were four British ensigns afloat and not three, the fourth being a white one without a red cross; and even so late as the 19th of February, 1835, an Admiralty warrant was granted to the Royal Thames Yacht Club authorizing their vessels to carry a white ensign without a red cross with the Union in the upper canton and bearing in the fly a crown over the letters R T Y C in red. This ensign, without any lettering, was flown by The Yacht Club—now the Royal Yacht Squadron—in 1815, the club having been founded three years before but it was replaced in 1821—the year after we hear of The Royal Yacht Club—by the red ensign, which in its turn was replaced by the present white ensign—known to many as the St. George's ensign—granted by the Admiralty warrant of 1829.

The Royal Yacht Club, which by King William's wish in 1833 became the Royal Yacht Squadron, is the only yacht club now flying the navy ensign, but the 1829 warrant did not grant an exclusive use, for in 1842 a similar warrant was issued to the Royal Western of Ireland. In 1842, at the request of Lord Yarborough, the Admiralty decided that the privilege should be restricted to the Squadron—of which he was then the commodore—and sent out copies of a minute to that

effect to the Royal Thames, the Royal Southern, the Royal Western of England, the Royal Eastern, the Holyhead, the Wharncliffe and the Gibraltar clubs, which were all under the white ensign, with or without the cross; but owing to there being two Royal Westerns, one of England and one of Ireland, the minute by mistake was sent to one and not to both, so that the Irish club went on with the white flag, and in 1853, to save an excuse for another Irish grievance, actually obtained permission to continue with it. In 1858, however, the Royal St. George, of Kingstown, and the Holyhead, which had had to haul down its white ensign in 1842, applied for authority to enjoy the same privilege, thus bringing the matter officially before the Board, who promptly refused both applications and at the same time ordered the Irish Royal Western to strike its white colours so that for the future they should be distinctive of the Squadron which has always been under the special patronage of the royal family.

When yacht clubs first obtained official recognition is not known, but there was certainly some form of Admiralty warrant in existence in 1788, for in the Public Advertiser of the 7th of June of that year there is an advertisement announcing a meeting of the members of the Cumberland Fleet—that is the Royal Thames in its early stage—at which "the gentlemen who enter their boats are to attend at the same time to draw lots for situation at starting, and are hereby informed that they are expected either to produce their licence from the Admiralty or other proofs of being owners of the vessels they intend to sail." Nowadays the warrant is granted to clubs and their members giving them permission to fly the blue ensign, with or without device, and the red ensign with device, for without device it has to be flown by all British vessels large or small not exempted by

virtue of one of these warrants, which we may as well give in full as follows:

"Whereas we deem it expedient that the members of the Royal Incog Yacht Club, being natural born or naturalized British subjects, should be permitted to wear on board their respective vessels the blue ensign of His Majesty's fleet, with the distinctive marks of the club, viz. a half-crown in the fly, on the following conditions: We do therefore, by virtue of the power and authority vested in us, under the provisions of the 105th Section of the Merchant Shipping Act, 1854, hereby warrant and authorize the blue ensign of His Majesty's fleet, with the distinctive marks of the Royal Incog Yacht Club thereon, as aforesaid, to be worn on board the respective vessels belonging to the Royal Incog Yacht Club, and to members of such yacht club, being natural born or naturalized British subjects accordingly, subject to the following conditions: (1) Every vessel belonging to the Royal Incog Yacht Club, in order to be eligible to wear the ensign authorized by this warrant, shall have been registered as a British vessel in accordance with the Merchant Shipping Act, 1854. (2) The ensign shall not, without our authority in writing, be worn on board any vessel belonging to the Royal Incog Yacht Club while such vessel is lent, on hire or otherwise, to any person not being a member of the club, or who, being a member of the club, is not a natural born or naturalized British subject."

Besides the wearing of the ensign the warrant carries with it a few privileges allowed as a matter of courtesy and not of right. Members of the club, for instance, may remove their own furniture or property from place to place in the kingdom in their own yachts without taking out a coasting licence; they may deposit wines or spirits as sea stock in the Customs warehouses on

arrival from foreign ports free of duty (but not of warehousing dues) and reship them for another voyage; and they may enter Government harbours without paying dues, and use any Government mooring buoys when they are not required by His Majesty's ships.

A club having an Admiralty warrant takes precedence of a club which has only a Royal warrant, permission to use the prefix Royal being granted from the Home Office and not from the Admiralty; and it is because they have not got an Admiralty warrant that some of the Royal clubs fly the plain red ensign. At the same time it is worth remembering that a yacht can fly the blue ensign without belonging to a club which holds a warrant, or belonging to any club at all, for yachts are not warships, and any other vessel can fly the blue ensign if she complies with the necessary conditions and holds the Royal Naval Reserve warrant as mentioned in an earlier chapter.

In saluting amongst yachtsmen the blue ensign dips to the white, and the red to both the blue and the white, and amongst members of the same club the junior dips first. Most yacht clubs wear the device in the fly of the ensign; a few, such as the Royal Southampton and the Royal Cork, wear it in the centre of the union. In all cases the device on the ensign is the same as that on the burgee, and after all it is the burgee and not the ensign by which the clubs are generally known.

There are two burgees. The club burgee is a single-pointed pennant hoisted at the mast-head—at the main-mast-head in schooners—during the daytime when the yacht is not actually racing; the burgee hoisted by the flag-officers of the club is a swallow-tailed pennant bearing the same device. The burgee of the Royal Yacht Squadron is a St. George's Cross with the crown in the centre, the crown distinguishing all the royal

clubs. This famous club, whose headquarters are at Cowes, is generally known, from its colours, as the White Squadron, while the Royal Victoria Yacht Club, whose headquarters are at Ryde, is known, also from its colours, as the Red Squadron, its burgee being red, like its ensign, and bearing a yellow anchor between V and R with the crown above.

The Royal Albert, of Southsea, has a blue burgee bearing a red St. George's Cross edged with white and having the crown in the centre, and its blue ensign is plain. The Royal Alfred, of Kingstown, which began in 1857 as the Irish Model Yacht Club, has a red ensign, and a red burgee with a crown above a sloping anchor; its first burgee was blue with a red anchor on it, the anchor being soon changed for an Irish crown; but in 1859 this gave place to a white flag with a blue cross, another change being made in 1861, when the burgee became red with an ordinary foul anchor for which the present foul Trotman anchor was afterwards substituted. The Royal Channel Islands, which started in 1855 as the Jersey Yacht and Rowing Club, has a blue burgee with the arms of Jersey surmounted by a crown, the same device being borne on the blue ensign.

The Royal Cinque Ports bears the old arms of the confederation, the half-ships and half-lions, on a blue field and its ensign is plain blue, as is also that of the Royal Clyde, which flies the arms of Scotland on a blue field as its burgee. The Royal Corinthian, of Port Victoria and Burnham, the premier amateur club, flies a yellow laurel wreath on ensign and burgee, both of which are blue, and the crown is worn in the middle of the wreath.

The Royal Cork bears the harp and crown on its red burgee and the same badge on a green field in the centre of the Union of its red ensign, the Admiralty warrant

for this noteworthy exception having been granted to William, Earl of Inchiquin, for the Cork Harbour Yacht Club, in 1759. This claims to be the oldest of the clubs — though it remained dormant from 1765 to 1806—by virtue of its derivation from the Water Club of the Harbour of Cork founded in 1720, and among the original rules of that club the fifth reads: "Ordered that the Secretary do prepare an Union flag with the Royal Irish harp and crown on a green field in the centre." so that the device on the Union is considerably older than the warrant would indicate, though a drawing of the club admiral's flag of 1720 shows the harp to be white and of a shape of its own on which no one could play. This admiral, by the way, must have had quite a glorious time when afloat, to judge by the sailing orders of 1720:

"Observe that if the Admiral wants to speak with any of the fleet he will make the following signals. If with the Vice-Admiral he will hoist a white flag at the end of the gaff or derrick, and fire two guns. If with any private Captain he will hoist a pendant at his derrick and fire as many guns as the Captain is distanced from him and from the same side. When he would have the fleet come to an anchor, he will show double Dutch colours at the end of his gaff and fire a gun. When the Admiral will have the whole fleet to chase, he will hoist Dutch colours under his flag and fire a gun from each quarter; if a single boat, he will hoist a pendant and fire as many guns from the side as a boat is distanced from him. When he would have the chase given over, he will haul his flag and fire a gun." All this gun business has long been done away with, there having been so many accidents with the small saluting pieces that yachtsmen found it safer to leave them ashore, where they are generally met with as curiosities in country houses.

The Royal Irish, established in 1831, started with a

white ensign bearing the harp and crown, but now has a blue burgee with the harp and crown and the same badge in the fly of its blue ensign; and the Royal Ulster has the red hand on a white shield as its badge, the field being blue. The Royal Welsh has the Prince of Wales's plume on burgee and ensign, both being blue, and the Royal Anglesey, originally the Beaumaris, has a fearsome red dragon on its blue burgee and a crown in the centre of the Union of its blue ensign.

The Royal Dart is known by the dart and crown on its red ensign and red burgee, and the Royal Dorset by its white burgee with the cross of blue edged with red bearing the central crown, the ensign being plain blue. The Royal Eastern, of the Forth, has a plain blue ensign and a blue burgee with a crown over a white diagonal cross on a red field in its upper canton—canton meaning, of course, angle or corner—and the Royal Forth, once the Granton, has blue colours with a maltese cross that used to be red and is now yellow with the crown above. The Royal Harwich has the yellow rampant lion on its blue ensign and burgee, and the Royal Highland has a blue burgee with the crown in the centre of St. Andrew's Cross, the ensign being without device.

The Royal Northern's ensign is plain blue, and its burgee is blue with a crown and anchor. When founded in 1824, its members hailed from the west of Scotland and the north of Ireland, and in its third year it separated into an Irish branch and a Scottish branch which wore different flags, though all were red, the Irish wearing a wreath of shamrocks round a harp, and the Scottish a wreath of thistles round a white lion. The Irish division wound up its affairs in 1838, and in time the white lion was replaced by an anchor and the thistles by oak leaves; then the wreath disappeared; then the N Y C which had been above the wreaths took up its position beneath

the anchor; and then the Admiralty warrant was obtained and the ensign became blue and the burgee blue, and the lettering dropped out.

The Royal St George, of Kingstown, wears a crown in the fly of its red ensign and a crown in the centre of the white cross on its red burgee; it is an old club, having been founded in 1838, and obtaining its warrant seven years after. The Royal Mersey dates from 1844, but moved from Liverpool to Birkenhead in 1878; hence it still sports the liver on its blue colours, though it has made a better bird of it than did the heralds in the Liverpool arms. Southerly the Royal Barrow sports the municipal bee; the Royal Portsmouth Corinthian has the municipal moon and star on the blue shield in the middle stripe of its red, white and red burgee; the Royal Southampton has the town arms on its blue burgee with a crown on the Union of its blue ensign; the Royal Western, which began in 1827 as the Royal Clarence Regatta Club, has the crown only on its blue burgee; and the Royal Yorkshire has the crown and white rose on both its flags.

The Royal London began as the Arundel Yacht Club in 1838 and kept its boats on the Thames at the foot of Arundel Street where the Temple Station now stands. In those days the burgee was red with a white border and white lettering; seven years afterwards the Arundel became the London under a new flag, a white one with a blue cross and a yellow star. Next year, 1846, the Corporation of the City of London granted the club the privilege of using as its badge the city arms; and in 1849 it obtained the Admiralty warrant and the blue field on which to wear them. The club continued to thrive, and in 1882 opened a branch club-house at Cowes, and [illegible] yachting having more or less departed from the London river, the London Yacht Club departed from

London, and Cowes became its home, where its house is alongside that of the Squadron, from which it is sometimes distinguished as the Blue Squadron, the Victoria, as already mentioned, being the Red.

The Royal Thames is also descended from a river club, the Cumberland Fleet, which was founded at Battersea and first came into notice in 1775, when it flew the white ensign without a cross and a red-cross burgee in which the right arm of the cross was equal to the left one, being stopped short in the middle of the flag. The flag and the club lasted until 1823, when owing to a dispute over a prize the majority of the members withdrew and formed the Thames Yacht Club, which hoisted a red burgee with initials, and above these a crown was put in 1831. Three years afterwards the burgee became white, with the crown and letters in red ; and the next year, 1835, the club obtained its warrant for its crossless white ensign as already mentioned, which in due time was replaced under the warrant of 1848 by the plain blue ensign now flown. The Royal Thames burgee is clear to see and easy to remember, being blue with a white cross and a crown in the centre. But we seem to have had enough about burgees, and, though there are many more, we will assume that those mentioned are sufficient as examples.

The burgee of the flag officers ends as already noted in two points instead of one, the system of rank-marking being the same as in the navy, one ball in the upper canton distinguishing the vice-commodore and one in each of the cantons distinguishing the rear-commodore. When yachts are in commission they fly the burgee from their mastheads while at anchor, and when they win a club prize the owner's racing flag, then become a winning flag, is run up under the burgee on the same halliards should the owner be a member of the club giving the prize.

After a regatta the yacht hoists as many of her racing flags as she has won prizes, and when she comes into her own port she hoists as many flags as prizes she has won to date; and should she have won more prizes than she has racing flags she makes up the number with burgees and signal code flags. In the smaller classes racing flags are not always carried at the masthead; the Royal Windermere for instance flies them from the peak, and they measure 18 in. by 30 instead of the usual 18 by 27.

Racing flags are as numerous as racing owners, and more so, for every owner does not race. The rule regarding these is: "Each yacht must carry, at her main topmast-head, a rectangular distinguishing flag of a suitable size, which must not be hauled down unless she gives up the race. If the topmast be lowered on deck or carried away the flag must be exhibited in a conspicuous place as soon as possible." Further: "Each yacht shall be given a number with the sailing directions, and should any yacht cross the line before the signal for the start has been made her distinguishing numeral shall be exhibited as soon as conveniently may be as a recall, and not displayed until the said yacht shall have either returned and recrossed the line to the satisfaction of the sailing committee, or have given up the race"—these numbers being in white on a black ground and not less than 30 in. in height, in fact the same system as in the Mediterranean Fleet which flew from the gaff a white flag with a red St. George's Cross upon it with one, two, three or more blue balls, according to the position of the boats at the start.

The size of racing flags varies with the size of the boat. They used to be square, but now they are half as long again as they are high. For instance a yacht 75 ft. over all will fly a flag 12 in. by 18, one of 50 ft. over

Yacht Flags.

PLATE XX.

Yacht Flags.

1. Ensign, The Yacht Club, 1815.
2. Ensign, Royal Irish Yacht Club.
3. Burgee, Royal Yacht Squadron.
4. Burgee, Royal St. George.
5. Burgee, Royal Thames.
6. Burgee, Royal Highland.
7. Burgee, Royal London.
8. Burgee, Royal Dorset.
9. Burgee, Royal Yorkshire.
10. Burgee, Royal Cork.
11. Burgee, Royal Clyde.
12. Burgee, Royal Northern.
13. Racing Flag, Britannia.
14. Racing Flag, Cariad.
15. Racing Flag, Lufra.
16. Racing Flag, Waterwitch.
17. Racing Flag, Julnar.
18. Racing Flag, Foxglove.

all will have a flag measuring 14 in. by 21, and so on. As it ought to fly clear of the topsail yard, the racing flag, and sometimes the burgee, is fitted to a jack to keep it well up and well spread, just as the foot of the larger topsail is fitted with a jackyard to extend it beyond the gaff and make it set better.

A yacht has always on board an ensign, a burgee—if she belongs to a club—and a white-bordered Union Jack—the border being a fifth of the flag's height—to be used as a pilot signal, or hoisted upside down as a signal of distress or as a protest signal when racing. In addition she has a set of signal flags and as many duplicates of her owner's flag as he hopes to win prizes. Some of the larger yachts carry what might be called a banner, that is a flag bearing the owner's crest or coat of arms, which is flown from the spreader when the owner is on board, and also a rectangular blue flag flown from the starboard spreader when at anchor while the owner is absent. In America what is known as a meal pennant is flown from the starboard spreader when the owner is at meals and from the port spreader when the crew are busy in the same way, the so-called pennant being merely a white rectangular flag known on this side of the Atlantic as the dinner napkin.

A yacht-owner can fly any flag he pleases as his own, to distinguish his boat from others, providing it is not a national flag which when hoisted at the masthead informs the Customs of the port from which a ship has arrived. There ought to be no duplicates, but there are, for with such a multitude it is not easy to devise a simple sailor-like arrangement of the primary colours. The flags of many of the successful owners are, however, as well known as the colours of the jockeys in horse-racing, for the match card, unlike that of a race meeting, does not merely describe the colours, but frequently

gives them in colour as flags, so that there is no difficulty in following the vicissitudes of a race.

Of the thousands that earn their living or take their pleasure on the water not one in a hundred bothers about owners' names; they know the boat and not the man. The yacht represents the owner and conforms to the obligations of yachting etiquette whether he is on board or not, and frequently he is not. Exceptions there are, of course, but they are few. Every one knew that the ever-victorious Britannia was built for Albert Edward, Prince of Wales, and in time became the King's yacht, even if she were not distinguished by her red and blue vertical with the Prince of Wales's plume; but comparatively few knew the owner of the Arrow, which under the white arrow on a blue field won the Queen's Cup of 1851, which is said to have been won by the America, and erroneously so, for the very good reason that no yacht could or can compete for a Queen's Cup or a King's Cup which is not under the British flag and owned by a member of a British club, and of the two Queen's Cups given in 1851, one each to the Squadron and the Royal Thames, the first was won by Bacchante and the other by Cygnet. When the America had been bought by Lord De Blaquière and thus become British, she for the first time competed for a Queen's Cup, that given at the Red Squadron's regatta in 1852, and in the race for it round the Isle of Wight—when she sailed the course and did not scrape over Bembridge ledge—Arrow beat her, as for many years she had the knack of beating everything.

Every one knew the blue, white, blue horizontal of Jullanar, the two red chevrons on a yellow field of Annasona, the blue and vertical of Egeria, the blue wedge in the yellow field of Valkyrie, the red and yellow diagonal of Fiona, the crimson and yellow star of Satanita,

the black star on the white field of Vanduara, the plain blue of Buttercup, and the white diamonds and Q M on the red field of Queen Mab. And as it was in the past so it is to-day, it is the boat more than the owner with which the flag is associated, though the boat changes her flag when she changes ownership.

Sailing clubs have their burgees and racing flags as the yacht clubs do. The Thames, for instance, the forerunner of all the numerous sailing clubs on the upper river, has a white burgee bordered with blue, having a blue cross on it charged with an anchor. The Junior Thames has a somewhat similar burgee without an anchor; the London flies a yellow dolphin on a blue field, and the Brighton the municipal pair of dolphins on a red field.

Rowing clubs also have their flags, generally of the same pattern as their ribbon, which they hoist at their boat-houses and in the bows of their racing boats on regatta days. Kingston flies its marone, white, marone horizontal; Twickenham its black, marone, black horizontal; London its blue; Leander its pink; Thames its black, white, red vertical; Moulsey its white and black stripes vertical; Reading its blue and white diagonal stripes; Lower Thames its dark blue over light blue; and, to get away from the Thames, we have the dark blue, red, dark blue horizontal of York; the black and white vertical stripes of Newcastle; the black and white diagonal stripes of the Tyne; the white, blue, white horizontal of Scotswood; the yellow-striped black of the Tewkesbury Avon; the red-edged black of Nottingham; and the red, white, red horizontal of Agecroft. Then there are the college clubs, such as Eton with pale blue, white, pale blue vertical; Radley with its red over white; and Bedford Grammar School with its red over black; and in the same category come the

dark blue of Oxford and the pale blue of Cambridge.

Then there are the colours of the college boat clubs, all of which put in an appearance as flags; the chief of those at Oxford being pink, white, blue, white and pink for Balliol; black with gold edges for Brasenose; blue with the red cardinal's hat for Christ Church; red with a blue stripe for Corpus; red-edged black for Exeter; white-edged green for Jesus; blue with a mitre for Lincoln; black and white for Magdalen; blue with white edges and a red cross for Merton; three pink and two white stripes for New; blue and white for Oriel; pink, white, pink for Pembroke; red, white, blue, white, blue, white, red for Queen's; yellow, black, red for St. John's; blue with white edges for Trinity; blue with yellow edges for University; light blue for Wadham; and blue, white, pink, white, blue for Worcester.

At Cambridge the chief boat club colours are light blue and black for Caius; blue and white for St. Catherine's; blue for Christ's; black and gold for Clare; cherry and white for Corpus; chocolate for Downing; cherry and dark blue for Emmanuel; red and black for Jesus; red and white for St. John's; violet for King's; indigo and lavender for Magdalene; claret and pale purple for Pembroke; dark blue and white for Peterhouse; red and blue for Sidney Sussex; dark blue for Trinity, and black and white for Trinity Hall. The flags flown from the college barges should not go unmentioned, but as they mostly bear the well-known college arms a detailed description is not needed, and it would require more space than the Roll of Carlaverock.

Schools have their flags, also generally of their arms, though sometimes of their cricket colours; but cricket clubs as a rule are content to fly a flag with initials. Among those that do otherwise may be noted some of the county clubs such as Middlesex with the three seaxes

turned edge downwards and Essex with its three seaxes edge upwards, Kent with its rampant white horse, Warwickshire with its bear and ragged staff, Yorkshire with its white rose, and Lancashire with its red rose. The Marylebone Cricket Club sports its yellow and red; the Zingari its black, red and gold; Grange its dark and light blue; Hampstead its light and dark blue with a narrow white stripe; Spencer its marone, pale blue and red; Buckhurst Hill its red and orange stripes on black; Pallingswick its red and brown with blue stripe; Hampshire Rovers their red, white and blue; Mote Park its Kentish grey and marone; Private Banks their crimson, green and gold; and the United Services their red and royal blue.

As with colleges and schools so with hospitals, all those having medical schools flying a flag with the hospital arms on it; and as with cricket clubs so with football clubs, most of which use flags of their club colours to mark out the field, a method improved upon in international matches by the Rugby Union, which marks half the field with one colour and half with the other, the flags being white for England, blue for Scotland, green for Ireland, and red for Wales.

It has been calculated from the national flags that the real colours of England are white and red in the proportions of 72 to 28, being roughly 7 to 3; those of Scotland are blue and white in the proportions of 66·2 to 33·8, that is 2 to 1. The British colours are red, white and blue in the proportions of 37·4, 34·2 and 28·4 say 7, 6, 5; and the French are blue, white and red in the proportions of 30, 33 and 37; neither those of Britain nor those of France being the red, white and blue in equal stripes which are the colours of Holland.

Red, white and blue—really white, red and blue—are also the colours of the United States. "The Red,

White and Blue," the marching tune of our Royal Navy and Royal Marines, is of American origin; the song, which was written and composed by D. T. Shaw, U.S.A., owing its introduction to E. L. Davenport, who sang it in *Black-eyed Susan* in 1854, when its verses were crowded with references to the Crimean War. Thus an Englishman gave the Americans "Yankee Doodle," and an American gave us in exchange "Britannia the Pride of the Ocean."

Political clubs and factions also have their distinctive flags, though fortunately to much less an extent than formerly when they were a prominent feature at election times; and they are in the main of the same colours as those worn by the party supporters, the national flag being borne indiscriminately by all sides to show that, though opinions may differ, the difference is only as to the best way in which the country should be governed. There is, however, no distinctive colour for any one party throughout the three kingdoms.

In matters political the local colours are often those that were once the livery colours of the principal family in the district, and were assumed by its adherents for the family's sake quite independently of its political creed. The suggestion of anything livery is now unpleasant, but in feudal days the colours of the great houses were worn by the whole country-side without any thought of toadyism or servitude. As the influence was hereditary and at one time all powerful, the colour of the castle or abbey or great house became the symbol of the party of which these establishments were the local centre and visible evidence, and the colour survives locally, though the political and social system that originated it has passed away. Generally the old Tory colour was blue and the Whig buff, but owing to local influences the exceptions were many; and in these days of several factions it is

difficult to know a candidate by his colours except in his particular constituency, and not always then, for there are cases in which he has to be blue in some of its streets and buff in others. Anyway it is worth remembering that blue was the colour of the Cavaliers, buff that of the Roundheads, and orange that of the Whigs who supported the Prince of Orange who became William III.

Akin to the flags of the yacht-owners are those of the ship-owners, which are of the same proportions. These are known as house flags; and there are over a thousand of them, worn by almost every merchantman afloat, from the largest mailboat to the smallest tug; for no shipping company, large or small, is complete without its house flag, to be flown at the masthead by every vessel of its fleet. At the same time the line is almost as well known by its funnels, the combination of house flag and funnel-marks making identification easy.

As flags, many are really good, being simple, effective, and recognizable at a glance, those of the older firms especially so; but then the older the firm the wider was its choice. It is with flags as with coats of arms, names in natural science, and many other things, the simpler forms come first, and those that follow have to be complicated because the ground has already been occupied. In these days it is not an easy thing to design a new house flag, and hence the vast majority bear the initials of the firm and look cheap and unsightly wherever shown.

In the days of the clippers the house flags were really racing flags, and all were in good taste. One of them, that of the Aberdeen line, survives in force, and the flag of the famous Thermopylæ, the red over blue with a white star in the centre, is never absent from the port of London. With it there used to be Green's, the white with a blue central square and the red cross over it; and Money Wigram's, the white with a blue central square

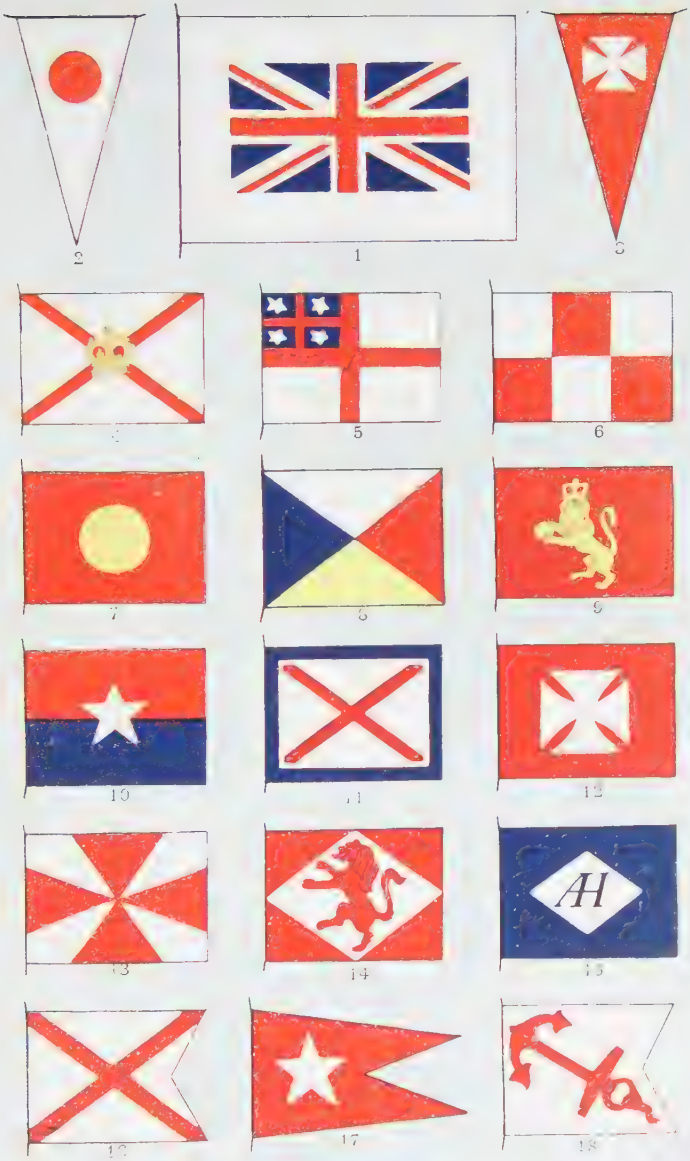
and the red cross under it; and Devitt & Moore's, the red and blue over the blue and red with the white central rectangle; and with them that of the American White Star Line to Australia, of which Ismays became the owners and developed eventually into the North Atlantic Line of the present, which has resumed its close association with Americans, though sailing under the British flag. Their red burgee with its white star has been one of the best known flags on the transatlantic route since they started as a steamer line in 1870, and is noteworthy as being the first house flag flown over armed merchant cruisers, the first ships of that description being the Teutonic and Majestic of the White Star Line. At one time there was another red swallow-tail on the route, that of the American line, which had the white keystone and red star in the centre—the keystone popularly known as the jam pot.

The Anchor Line, which began in 1856, is known by its white swallow-tail with the red anchor sloping its crown towards the sky; another white swallow-tail is that with a red star, which is the badge of the Red Star Line; and another white burgee is that of the British India, which bears a red diagonal cross. This company is now associated with the P.&O., which with its flag of four triangles, white over yellow, and blue with its apex joining red, has been for years the foremost British line. Its history goes back to its ships to Spain and Portugal, whence the Peninsular, its full title being assumed in 1839, the Oriental coming not from the route, but from the name of the vessel which it worked with the Great Liverpool in carrying the mails to Alexandria. Quite as well known is the red flag on which is the yellow lion holding the world, the modest device of the Cunarders which have been steamers ever since the company started in 1840. The Royal Mail sails under a white flag on which is a red diagonal

PLATE XXI.

House Flags of British Liners.

1. The Jack of the Mercantile Marine.
2. Wilson Line.
3. Moss Line.
4. Royal Mail Steam Packet Company.
5. Shaw, Savill & Co.
6. Canadian Pacific Railway.
7. China Merchant Co.
8. Peninsular and Oriental Co
9. Cunard Line.
10. Aberdeen Line.
11. Union-Castle Line.
12. Houlder Line.
13. Harrison Line.
14. Clan Line.
15. Blue Funnel Line.
16. British India Company.
17. White Star Line.
18. Anchor Line.



House Flags of British Liners.

cross with a crown in the centre; it received its name—which must be understood in a limited sense—on its establishment in 1839 as a company for the conveyance of the Royal Mail to the West Indies.

The Allan Line, which originated as the Montreal Ocean Steamship Company, flies the red, white and blue Code T with a red pennant over it, thus having a house signal instead of a flag. Years ago the Cunarders instead of the lion flew two pennants, a blue one with a white diagonal cross over a red one, just as the Ducal Line flies one, blue and yellow horizontal, over another which is yellow and blue vertical. The Moss Line flies a red pennant with a white maltese cross; the Wilson Line is known by its white pennant with the red ball, and the Canadian Northern by its Wilson pennant adapted as the prolongation of two St. Andrew Crosses divided by a red stripe. The Canadian Pacific flies a chequer of six squares, white, red, white over red, white, red—one of the best of the newer flags and very different to the company arms flown by most of the railway boats.

The Orient has dropped its initials and hoists a white flag with a blue cross and a crown in the middle, thereby setting the fashion for the London County Council, which replaces the royal crown with a mural one. The Union-Castle has a blue flag with a red diagonal cross and a white one, suggestive of the two lines of which it is the outcome. The flag of the British and African is a blue swallow-tail with a white cross, of the same character as that of the African under the same ownership, which is the white swallow-tail with a red cross and a central crown, the red cross burgee without a crown being the flag of the Cork Shipping Company.

The Shaw Savill flag is a white ensign having in the upper canton four white stars on a blue field divided into four by a red cross, and the story goes that it was origin-

ally designed as a national flag for New Zealand. The China Merchant Steam Navigation Company has the red flag with the golden ball which, owing to the first two words of the company's title, figures on some of the coloured sheets of flags as the merchant ensign of China.

The Blue Anchor Line has a white flag with a blue anchor sloping downwards; Houlders have a white Maltese cross on a red field; the Clan boats fly red with a red rampant lion in a white diamond, and the Glens have a pilot jack with red sides. The Bibby Line has the plainest of flags—red without device—in fact the sort of thing that used to be carried in front of a steam roller. Those with initials need not detain us, and we have had enough to indicate the nature of the house flags of the vessels of our mercantile marine, which may be taken as typical of all.

CHAPTER VII

SIGNAL FLAGS

SIGNALLING began with sign-talking, and the best sign-talkers in the world have for many ages been the North American Indians. Among them the language of gesture reached a pitch of excellence, inasmuch as it included effective communication at a distance, even superior to that of the organizers of the Sicilian Vespers who, in 1282, planned the rebellion throughout the island and fixed the day and the hour without a word being spoken or written. Every tribe, and branch of a tribe, was, and is, known afar off by its particular sign as clearly as a ship is known by its national flag; and the fact that the sign language, near and distant, is understood by every tribe between the oceans proves that it is older than the division into tribes.

A few examples will suffice. The Indian sign of danger is to form the right-hand forefinger and thumb into a curve and point towards the place in which the danger lies. When ordering a man to halt, the right hand is raised with the palm in front and slowly pushed backwards and forwards several times. If a messenger is being sent to tell him why he has been stopped the right hand is extended, flat and edgewise, and moved downwards several times. The sign of peace is the palm of the hand held up. In asking the question as to your identity, the right hand is raised palm in front and slowly moved

to the right and left. In asking if it be peace, both hands are raised and grasped as if shaking hands.

There is a code of signalling by blanket or skin. When buffalo are found the blanket is held out at length with the hands far apart. When it is intended to camp the blanket is raised aloft on a pole. In an invitation to approach the lower edge of the blanket is waved inwards to the legs. When the enemy or anything else is found the signal is to ride round and round in a circle, all one way if there is safety, but passing and repassing each other if there is danger. If anything suspicious attracts the notice of a scout, he grasps his blanket with the right hand and waves it to the ground from the height of his shoulder; if all is clear he waves it horizontally; if an alarm is to be given he runs downhill in zigzag fashion.

Smoke signals and dust signals are frequent, so many pillars at different intervals having different meanings. At night, arrow-signalling is used. The arrows are wrapped with tow round their heads, the tow is dipped in some resinous matter and lighted and the blazing messenger shot aloft to be visible for many miles. Further, as Colonel Dodge describes, Indians signal and manœuvre by flashing the sunshine from what is practically a heliograph. Here we have every step in the art of signalling, taking us back years before the line of fires that bore along the news of the fall of Troy.

Signalling by fire at night and smoke by day seems to have spread everywhere, and still survives in out-of-the-way corners; but it did not remain at merely raising the fire for one message, but to yield many messages by people standing or passing in front of it, in different numbers and attitudes, and even holding different objects, often with a code of many signs in which were the rudiments of flashlight-signalling. The number of fires, too, was not without significance; they were not lighted in num

bers to give a bigger blaze, but to give a different signal. To come close home, there is an old Act of the Scots Parliament of 1455 cap. 48, directing "that one bale or fagot shall be warning of the approach of the English in any manner: two bales that they are coming indeed: four bales blazing beside each other that the enemy are in great force." The reference to this Act is given by Sir Walter Scott in explanation of his vivid stanza (III. 29) in the *Lay of the Last Minstrel*:—

"The ready page, with hurried hand,
Awaked the need-fire's slumbering brand,
And ruddy blushed the heaven:
For a sheet of flame, from the turret high,
Waved like a blood-flag on the sky,
All flaring and uneven.
And soon a score of fires, I ween,
From height, and hill, and cliff, were seen,
Each with warlike tidings fraught;
Each from each the signal caught;
Each after each they glanced to sight,
As stars arise upon the night.
They gleamed on many a dusky tarn,
Haunted by the lonely earn;
On many a cairn's grey pyramid,
Where urns of mighty chiefs lie hid;
Till high Dunedin the blazes saw,
From Soltra and Dumpender Law;
And Lothian heard the Regent's order,
That all should bowne them for the Border."

The idea of this excellent verse was adopted by Macaulay in his more familiar description of the beacons of the Armada, of which the existing map shows that they were not lighted on ground because it was high, but because it was a point in a carefully thought out system of signalling which extended all over England.

Fires on a system like this, and torches behind screens, boards rising and falling, shutters and louvres opening

and closing, and curious geometrical shapes in frames were in use for centuries until they were eventually superseded by the semaphore of Claude Chappe in 1792. Chappe was going to call his invention the tachygraph, but Miot de Mélito told him the word did not express the meaning he intended. "It should be," said Miot, "the telegraph, from tele, distant, and graphein, to write," and the telegraph it became. The word sprang into fashion, and long before what we know as the telegraph appeared on the scene all distant signalling, semaphoric or not, even that by flags, came to be called telegraphic.

But for many years previous to the invention of the semaphore flag-signalling had been in use. Some people date it back to the thirteenth century if not earlier. The references, however, are obscure, and it is not until there was a Royal Navy that we meet with anything definite. In the *Fighting Instructions*, 1530-1816, so ably edited by Mr. Julian Corbett for the Navy Records Society we have not only a most interesting book, but are, for the first time, provided with the means of noting when the flags were introduced and the use that was made of them.

Sir Walter Raleigh signalled with his sails. In his orders to his ships "bound for the south parts of America or elsewhere," in 1617, orders 9, 10 and 11 read: "If you discover any sail at sea, either to windward or to leeward of the admiral, or if any two or three of our fleet shall discover any such like sail which the admiral cannot discern, if she be a great ship and but one, you shall strike your main topsail and hoist it again so often as you judged the ship to be hundred tons of burthen; or if you judge her to be 200 tons to strike and hoist twice; if 300 tons thrice, and answerable to your opinion of her greatness. If you discover a small ship, you shall do the like with your fore topsail: but if you discover many

great ships, you shall not only strike your main topsail often, but put out your ensign in the main top. And if such fleet or ship go large before the wind, you shall also, after your sign given, go large and stand as any of the fleet doth: I mean no longer than that you may judge that the admiral and the rest have seen your sign and you so standing. And if you went large at the time of your discovery you shall hale off your sheets for a little time, and then go large again that the rest may know that you go large to show us that the ship or fleet discovered keeps that course. So shall you do if the ship or fleet discovered have her tacks aboard, namely, if you also had your tacks aboard at the time of the discovery, you shall bear up for a little time, and after hale your sheets again to show us what course the ship or fleet holds."

The same system was adopted by Sir Edward Cecil, afterwards Viscount Wimbledon, who is notable for a novelty that proved useful. Under Henry VIII the ships of each division in battle were distinguished by the position in which they carried their ensign; those of the first squadron flying the St. George from the fore topmast, those of the middle division flying it from their mainmast, those of the third from their mizenmast. In Cecil's orders of October 3rd, 1665, appears the first record of the division of a fleet into red, white and blue squadrons: "(17) The whole fleet is to be divided into three squadrons: the admiral's squadron to wear red flags and red pennants on the main topmast-head; the vice-admiral's squadron to wear blue flags and blue pennants on the fore topmast-heads; the rear-admiral's squadron to wear white flags and white pennants on the mizen topmast-heads."

In 1650, when the admiral hoisted a red flag to the fore topmast-head, the fleet understood that each ship was to

take the best opportunity it could to engage with the enemy next to it, and when any were in distress they put a wheft in their ensign, that is tied it together at the head and middle so as to make a sort of loose bundle of it. Three years afterwards came an order, signed by Blake, Deane and Monck, that when a squadron was in trouble, that of the admiral flew a pennant at the fore topmast-head, those of the vice-admiral or rear-admiral flying it at the main; and when any ship had to bear away from the enemy, "to stop a leak or mend what else is amiss, which cannot otherwise be repaired, he is to put out a pennant on the mizen yard-arm or ensign staff, whereby the rest of the ships may have notice what it is for." When the admiral had the wind of the enemy and the other ships of the fleet were to windward of the admiral, "then upon hoisting up a blue flag at the mizen yard, or the mizen topmast, every such ship then is to bear up into his wake." The signal for trying to get to windward of the enemy was a broad red flag at the admiral's spritsail, topmast shrouds, forestay or main topmast-stay; while the flag on the mizen shrouds or yard-arm was a call to the flagships to follow in the admiral's wake or take station in front of him; and a white flag on the mizen yard-arm or topmast-head was a call to the small frigates to come under his stern for orders—and these signals continued in the navy for many years.

In the instructions by the Duke of York, April 10th, 1665, we have another signal: "(15) If, the fleet going before the wind, the admiral would have the vice-admiral and the ships of the starboard quarter to clap by the wind and come to their starboard tack, then he will hoist upon the mizen topmast-head a red flag, and in case he would have the rear-admiral and the ships on the larboard quarter to come to their larboard tack, then he will hoist up a blue flag in the same place." And in

the additional instructions of eight days later we find: "(9) When the admiral would have the van of his fleet to tack first, the admiral will put abroad the Union flag at the staff of the fore topmast-head if the red flag be not abroad; but if the red flag be abroad then the fore topsail shall be lowered a little, and the Union flag shall be spread from the cap of the fore topmast downwards"; and "(10) When the admiral would have the rear of the fleet to tack first, the Union flag shall be put abroad on the flagstaff of the mizen topmast-head; and for the better notice of these signals through the fleet, each flag-ship is, upon sight of either of the said signals, to make the said signals, that so every ship may know what they are to do, and they are to continue out the said signals until they be answered."

Further, on April 27th, came this, being the first mention of a new flag which is one of those flown by H.M.S. Tiger in Van de Velde's picture: "When the admiral shall put a flag striped with white and red upon the fore topmast-head, the admiral of the white squadron shall send out ships to chase; when on the mizen topmast-head the admiral of the blue squadron shall send out ships to chase. If the admiral shall put out a flag striped with white and red upon any other place, that ship of the admiral's own division whose signal for call is a pennant in that place shall chase, excepting the vice-admiral and rear-admiral of the admiral's squadron. If a flag striped red and white be upon the main topmast shrouds under the standard, the vice-admiral of the red is to send ships to chase. If the flag striped red and white be hoisted on the ensign staff, the rear-admiral of the red is to send ships to chase."

This flag comes in for a different purpose in the instructions of Admiral Edward Russell—afterwards Earl of Orford—in 1691: "When the admiral would have

the red squadron draw into a line of battle, abreast of one another, he will put abroad a flag striped red and white on the flagstaff at the main topmast-head, with a pennant under it, and fire a gun. If he would have the white squadron, or those that have the second post in the fleet, to do the like, the signal shall be a flag striped red, white and blue, with a pennant under it, at the aforesaid place." Here the red, white and blue makes its first appearance, and in Numbers 15, 16 and 17 of these instructions great use is made of the yellow flag which was substituted for the red one in Number 10 of 1665 already quoted, by Lord Dartmouth in 1688.

With Sir George Rooke's instructions of 1703—Admiral Rooke who Gibraltar took—another flag makes its appearance: "(31) When the admiral would have the fleet draw into a line of battle one astern of the other with a large wind, and if he would have those lead who are to lead with their starboard tacks aboard by a wind, he will hoist a red and white flag at the mizen peak and fire a gun." Another flag was introduced by Admiral Vernon: "In case of meeting any squadron of the enemy's ships, whose number may be less than those of the squadron of His Majesty's ships under my command, and that I should have any of the smaller ships quit the line, I will in such case make the signal for speaking with the captain of that ship I would have quit the line; and at the same time I will put a flag, striped yellow and white at the flagstaff, at the main topmast-head, upon which the said ship or ships are to quit the line and the next ships are to close the line, for having our ships of greatest force to form a line just equal to the enemy's."

A few years later Lord Anson's additional fighting instructions, which we will have in full, show that signalling was getting more into shape: "Whereas it may often be necessary for ships in line of battle to regulate

themselves by bearing on some particular point of the compass from each other without having regard to their bearing abreast or ahead of one another; You are hereby required and directed to strictly observe the following instructions: When the signal is made for the squadron to draw into a line of battle at any particular distance, and I would have them keep north and south of each other, I will hoist a red flag with a white cross in the mizen topmast shrouds to show the quarter of the compass, and for the intermediate points I will hoist on the flagstaff at the mizen topmast-head, when they bear N. by E. and S. by W., one common pennant, NNE. and SSW. two common pennants, NE. by N. and SW. by S. three common pennants, NE. by SW. a Dutch jack; And I will hoist under the Dutch jack when I would have them bear NE. by E. and SW. by W. one common pennant, ENE. and WSW. two common pennants, E. by N. and W. by S. three common pennants, and fire a gun with each signal. When I would have them bear from each other on any of the points on the NW. and SE. quarters I will hoist a blue and white flag on the mizen topmast shrouds to show the quarter of the compass and distinguish the intermediate points they are to form on from the N. and S. in the same manner as in the NE. and SW. quarter." Here we have the red flag with the white cross and the blue and white.

In 1756 Hawke adds another: "If, upon seeing an enemy, I should think it necessary to alter the disposition of the ships in the line of battle, and would have any ships change station with each other, I will make the signal to speak with the captains of such ships, and hoist the flag chequered red and blue on the flagstaff at the mizen topmast-head." Three years later Boscawen uses the blue and yellow chequer: "(4) When I would have the two divisions of the fleet form themselves into a separate

line of battle, one ship ahead of another at the distance of a cable's length asunder and each division to be abreast of the other, when formed at the distance of one cable's length and a half, I will hoist a flag chequered blue and yellow at the mizen peak, and fire a gun, and then every ship is to get into her station accordingly." In (6) he adds the red and white chequer: "When I would have the ships spread in a line directly ahead of each other, and keep at a distance of a mile asunder, I will hoist a flag chequered red and white at the mizen peak, and fire a gun." In (9) he introduces the white flag with a red cross as a signal for the ships nearest the enemy to engage till the rest came up; in (15), for ordering the leading ship to alter her course, he hoists a flag striped white and blue; and in (19) he introduces "a blue flag pierced with white," which seems to have been the blue peter—that is the blue repeater—when he "would have the ships that chase bring down their chase to me."

It should be understood that other uses were found for these flags than those we have selected from the fighting instructions, and that in the course of years the matter of naval signalling was becoming so complicated that many minds were at work on attempts at improving it. Among others Admiral Sir Charles Henry Knowles claimed to have devised a new system which he gave to Lord Howe in 1778, and on a later edition of this code is a note in his handwriting: "These signals were written in 1778, as an idea—altered and published—then altered again in 1780—afterwards arranged differently in 1787, and finally in 1794, but not printed at Sir C.H. Knowles's expense until 1798, when they were sent to the Admiralty, but they were not published, although copies have been given to sea officers."

About 1781 Rear-Admiral Richard Kempenfelt, who went down in the Royal George, produced an amended

code which he had introduced as captain of the grand fleet, of which a manuscript copy is at the Royal United Service Institution, where there is also *An Essay on Signals* dated 1788, "By an Officer of the British Navy." In this the flags are numbered: 1, being red; 2, white; 3, blue; 4, yellow; 5, red and white vertical; 6, red and blue vertical; 7, white and blue vertical; 8, white and red vertical; 9, blue and yellow vertical; and 0 being yellow and red vertical—a very clear set of flags on paper, but several of them likely to be mistaken for each other when hoisted in a light breeze, a fault that might have been remedied by making three of the group horizontal.

The working of this code would have been easier had some of the numbers been omitted. For instance, when such a number as 444 was required, it would appear to be necessary to have three flags, but to avoid this multiplication of identical flags, a red triangular flag called a decimal, a white triangular called a centenary, and a blue triangular called a millenary, were used; and these were placed as required before the unit to be repeated. By this plan 444 was expressed by the yellow flag with the red and white pennants below it. Sometimes these flags really meant numbers, and then the required number was hoisted with a yellow swallow-tail. Thus in answer to "How many guns does she carry?" if the response were 50, the 5 and the 0 flags, with the swallow-tail, or cornet as it was called, would be hoisted, while the same 50 signal without the cornet would signify, "Whole fleet change course four points to starboard."

If we want to find the English meaning of some French word we turn to the French-English half of our dictionary, but if we required the French meaning of an English word we should refer to the English-French part of the book; and signal codes came in like manner to be divided

into flag-message and message-flag sections as in this manuscript. By the system in question we should find, by referring to the flag-message half of our book, that the three flags 7, 3, 6 meant "Recall cruisers," while 8, 3, 6 meant "Sprung a leak." On the other hand, if we wished to send such an order, we should turn to the message-flag half of our code book, and under the heading of "cruisers" run down all the references devoted to such vessels until we arrived at "Cruisers, recall—7, 3, 6."

Only fourteen flags, that is the ten numerals with the three pennants and the cornet, were used for sending hundreds of messages, but the anonymous author adds: "Exclusive of this arrangement, I would propose to have the most current signals in battle made with one flag only, and these should be used on the day of battle only; a similarity between these and the flags used as the numerical signals ought as much as possible to be avoided." And some of the distinctive flags for battle use that he proposes are worth noting. The sun rising on a red field from a base of blue signifies "Engage the enemy"; a yellow and red vertical with a red rectangular cross on the yellow and a blue square on the red means "Close action"; a white flag with red ball bearing a yellow rectangular cross means "Invert line"; and a blue rectangular cross on white with a blue square on the cross—in short, Money Wigram's house flag with a blue cross instead of a red one—stands for "Force the enemy's line." We have lingered on this interesting old code at some length, though it was not adopted and none of the flags are in vogue now except the plain ones, for it was not compiled in vain.

It would seem that Knowles's code was used by Lord Howe in his first signal book of 1782, when the signals were given separately, and the instructions were for the

first time described as "explanatory of and relative to the signals contained in the signal book herewith delivered." In these instructions there is but one that concerns our special subject, the only one in which a flag is mentioned, and that is No. 26: "In action all the ships in the fleet are to wear red ensigns," from which it is apparent that Nelson's idea of fighting under one ensign—the white in his case—at Trafalgar was really derived from Howe, who saved confusion under another colour, also his own, for he was an Admiral of the Red.

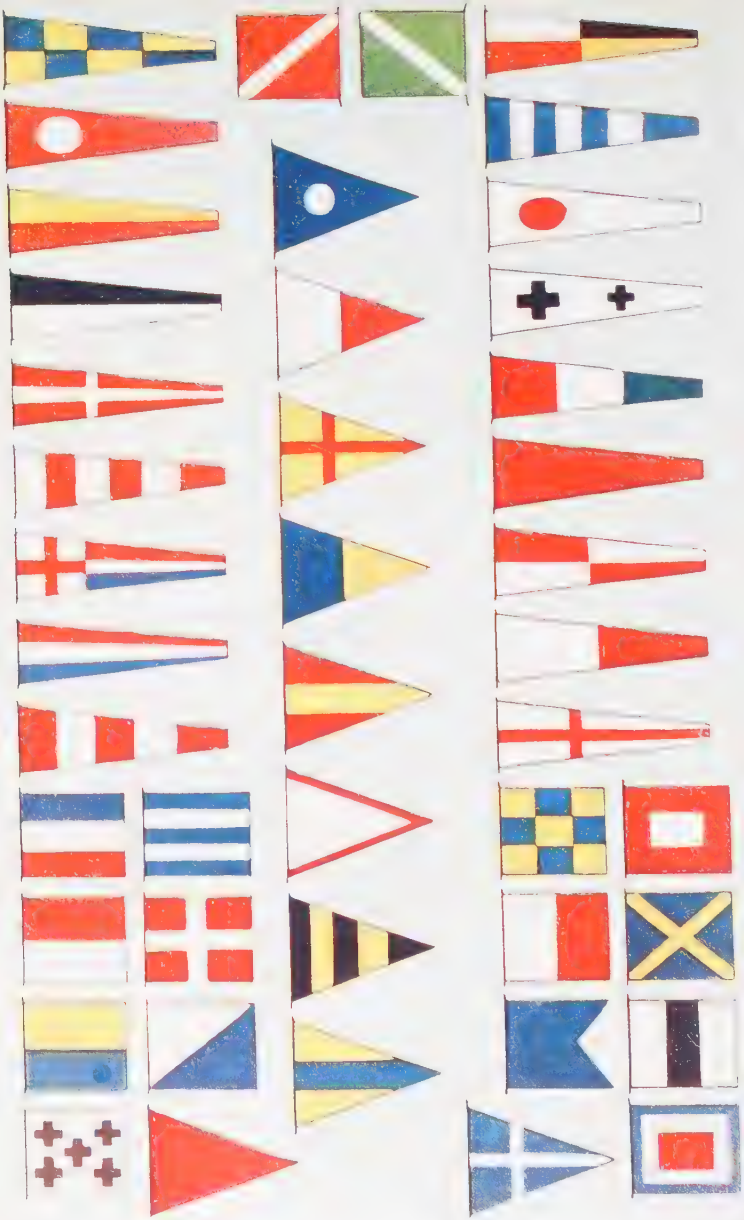
Howe, in 1790, produced his second signal book, which effected notable changes; and it was under this code that he fought the First of June, and Duncan fought Camperdown; but Jervis, when in command of the Mediterranean Fleet, altered it slightly and changed the numbering of the flags before he fought the battle of St. Vincent; and it was under Jervis's code that Nelson fought the battle of the Nile. A new edition, with slight alterations, was issued in 1799, in which the Signal Book and Instructions were bound together, and among the instructions was one officially adopting Jervis's action—which probably was not new: "If the Admiral should have reason to believe that the enemy has got possession of these signals, he will make the signal for changing the figures of the flags. The figure, which by the new arrangement each flag is to represent, is to be immediately entered in every ship's signal book."

The signal book of 1799 had twelve flags which stood for the figures 1 to 0, making ten, the other two being substitutes to be used in the event of the number of the signal having any figure in it used more than once; 22, for instance, would be flown as 2 with a substitute beneath; in other words the substitute meant "ditto." The flags were: (1) yellow, red, yellow, horizontal; (2) white, with a blue rectangular cross; (3) blue, white,

blue, horizontal; (4) yellow with a black border top and bottom; (5) red and white squares over white and red squares; (6) white and blue diagonal; (7) blue with yellow diagonal cross; (8) blue and yellow vertical; (9) blue, white, red, horizontal; (0) the blue peter; the first substitute being plain white. The signals consisted of one-flag signals, and other signals, numbered from 11 upwards, of the fighting orders, such as 15, "Engage the enemy," 16, "Engage the enemy more closely," but the total of these was not extensive.

It appeared to Sir Home Popham, working on the same lines as those of the manuscript signal book of 1788 already mentioned, that the vocabulary might be very much enlarged, and he devised a new code of combinations of figures giving certain numbers, each of which meant a word and generally some of its inflections; thus 253 stood for England or English, or as it appears in the code "England-ish," and 261 for "Ever-y-thing-where." This vocabulary was used for the first time at the battle of Copenhagen in April, 1801, and found so useful that, in 1803, Captain Sir Home Popham's *Telegraphic Signals and Marine Vocabulary* was issued to the fleet as a companion volume to the 1799 book; and it was from this edition that Nelson's historic signal was made.

The two books were used by the fleet off Toulon, but in August, 1803, the schooner Redbridge of 16 guns, commanded by Lieutenant G. Lempriere, was captured by a squadron of French frigates, to be recaptured as it happened, but that is of no importance here. In consequence of the capture the Admiralty issued a circular letter dated November 4th, 1803, which owing to what followed had better be given in full: "My Lords Commissioners of the Admiralty, having reason to believe that by the capture of the Redbridge, schooner, in the Mediterranean, a great part, if not the whole of the private



P. XXII

Y. 133.

Signal Flags — Royal Navy.

PLATE XXII.

Signal Flags, Royal Navy.

Signalling flags now used in the Royal Navy—signification changeable at any time.

signals used on board H.M. Ships have fallen into the hands of the enemy; and their Lordships having, therefore, resolved that a change of the numeral flags as described in page 14 of the Day Signal Books shall immediately take place, I have it in command from their Lordships to send you herewith a painted copy of the flags as now altered, with blank copies thereof, and to signify their Lordships' direction to you, so soon as you shall have caused the said blank copies to be properly painted, to furnish one of them to each of the Captains and Commanders of H.M. Ships under your command, with orders to the said officers to paste the same on the 14th page of the Day Signal Book now in their possession, and to use the altered numeral flags instead of the numeral flags at present in use until they receive further orders. And their Lordships having reason to apprehend that not only Lieutenant Lempriere, of the Redbridge, schooner, but that other officers under the rank of commanders, have been permitted to take, or otherwise have obtained, copies of the signals described in the Day and Night Signal Books above mentioned, their Lordships have further commanded me to signify their direction to you to give the strictest injunctions that such improper proceedings may not take place in future, and that you recall such copies of the said signal books as may be in the possession of officers for whom they are not intended."

This letter was sent to about twenty admirals and commodores with a number of slips coloured, or in outline to be coloured from the copy, among these being Cornwallis, who had twenty painted and twenty blank, Keith, who got thirty painted and sixty blank, and Nelson, who received one painted and fifty blank, the Admiralty evidently thinking he was not so busy as the others. On the arrival of the letter and enclosures, as many of

the blanks as were necessary were duly coloured and distributed to the ships; and several of these 1799 books with slips pasted in on the fourteenth page are still in existence, one of them being at the Royal United Service Museum, on which is written, "This is the signal book used at Trafalgar."

The "change in the numeral flags" mentioned in the letter consisted in changing the numerical values of the twelve flags, the first becoming the fifth, the second the first, the third the seventh, the fourth the first substitute, the fifth the fourth, the sixth the cipher, the seventh the third, the eighth the ninth, the ninth the sixth, the tenth the second, and the first substitute the eighth, the second substitute remaining as before; in short, such a change as could have been made by the admiral at any time by a preliminary signal to his squadron had he found it advisable. The effect was that No. 1 was the white with a blue cross; No. 2, the blue peter; No. 3 the blue with yellow diagonal cross; No. 4, the red and white chequer; No. 5, the yellow, red, yellow, horizontal; No. 6, the blue, white, red, horizontal; No. 7, the blue, white, blue, vertical; No. 8, the white first substitute; No. 9, the yellow and blue vertical, and No. 0, the white and blue diagonal, the first substitute being the yellow with the black horizontal borders.

To prove that Nelson's copies were duly delivered, we will quote from his *Despatches and Letters*, vol. i., page 375: "Victory, at Sea, January 16th, 1804. The Lords Commissioners of the Admiralty having resolved that a change of the Numeral Flags described in page 14 of the Day Signal Book shall immediately take place, I have it in command from their Lordships to send you a painted copy of the Flags as now altered, and to desire that you will paste the same on the 14th page of the Day Signal Book in your possession, and to use the altered Numeral

Flags instead of the Numeral Flags at present in use until you receive further orders."

In order that there should be no doubt as to whether the signal was in the general code or the telegraphic code, Popham, in his "instructions for the flags used with this vocabulary only," says that, before a signal in his code is made, a preparative signal should be flown, the signal being a diagonal red and white flag; and that when a message was finished the diagonal yellow and blue might be hoisted or not according to circumstances, or the telegraph flag hauled down. The red and white diagonal was generally hoisted at the yard-arm, and it is this flag which is meant by the word "telegraph" that precedes the actual numbers of the Nelson signal which are entered in the logs of the ships engaged in the battle.

The fleet was advancing slowly in the light wind and within about a mile and a half of the enemy when the idea occurred to Nelson of giving a general signal of encouragement. He was walking with Captain Blackwood on the poop of the Victory when he said, "I'll now amuse the fleet with a signal," and asked him if he did not think there was one yet wanting. Blackwood answered that he thought the whole of the fleet seemed clearly to understand what they were about and to vie with each other which should first get nearest to the Victory or the Royal Sovereign. Nelson, however, thought otherwise, and going up to his flag-lieutenant said, "Mr. Pasco, I wish to say to the fleet,' England confides that every man will do his duty'; you must be quick, for I have one more to make, which is for close action." To this Pasco replied, "If your lordship will permit me to substitute expects for confides, the signal will soon be completed, because the word expects is in the vocabulary and confides must be spelled." "That will do, Pasco, make it directly," said Nelson quickly—"with seeming satisfac-

tion," wrote Pasco in his letter, which is the authority for this.

And then Roon the signalman ran up the red and white diagonal to the yard-arm, and, with Pasco putting the numbers on the slate, sent up in succession to the main topgallantmast-head 253 for ENGLAND; 269 for EXPECTS; 863 for THAT; 261 for EVERY; 471 for MAN; 958 for WILL; 2, the first substitute, and 0 (that is 220) for DO; 370 for HIS; and then, duty not being in the vocabulary, he had to spell it, and up went 4 for D, 21 for U, 19 for T, and 24 for Y; regarding which it may not be out of place to remark that in flag-signalling you can give no emphasis, and it was left for an American author to point out that in this case the emphasis should be on "every" and not on "duty." When the twelve successive hoists had been duly answered by a few ships in the van, down came the telegraph from the yard-arm, and up to the masthead went No. 16 from the general code, meaning "Engage the enemy more closely," which by Nelson's orders was kept up until it was shot away.

Such was the last known signal in history; and when the Victory returned to Portsmouth, never to leave it again, these flags, in the order given, were hoisted rainbow fashion over her laurel-crowned masts every Trafalgar Day. At first there was no difficulty about them: the man who hoisted them had been in the battle and knew them by heart. But after eighty years it occurred to a pamphleteer of inadequate research that, as he knew of no signal book between 1799 and 1808, the numerical value of the flags could not have been as in 1808, but must have been the same as at the former date. Knowing nothing of the Rodbridge circular or Nelson's order, or the signal book of 1804, and disregarding, or never noting, the instruction empowering the admiral to change the numbers of the flags whenever he pleased, he actually

persuaded the Admiralty of 1885 to issue a coloured leaflet practically declaring that the officers and signalmen who served in the battle did not know the signals they had fought under, and ordered that for the future the flags were to be used as in the unaltered copies of the 1799 book.

The order was received with amazement, as there were many copies of the signal in existence, two in particular, one forming part of the structural decoration of the mantelpiece in the Trafalgar Room at Trafalgar House, the seat of Earl Nelson in Wiltshire—the estate bought with the £100,000 from the nation which went with the earldom conferred on Nelson's brother—and another in Allen's *Battles of the British Navy* known to every reader of naval history. But Admiralty orders must be obeyed, and every year for twenty-three years the Victory displayed the wrong signal—the numbers then shown, according to the proper code, being 147, 106, 907, 105, substitute 35, 649, 182, 732, substitute, 15, 56, 11, which is clearly absurd owing to the position of the substitutes—and the books published during that period spread the error.

Fortunately in 1908 the Admiralty Librarian in the course of certain researches he was engaged upon made a discovery. "A signal book," he wrote, "has just been brought to light at the Admiralty which bears the signatures of Rear-Admiral Sir Thomas Troubridge, Rear-Admiral John Markham, Captain Sir Harry Neale, and Mr. Benjamin Tucker. As these gentlemen were only in office together at the Admiralty between January 21, 1804, and May 15, 1804, the date of authorization of the book is fixed as about 18 months before Trafalgar was fought." In this book the numbering of the flags is the same as that on the slips issued with the Redbridge circular, which was continued in the signal book of 1808. The result of this discovery and of the discussion that

followed was a new Admiralty circular admitting that the change made in 1885 was unwarrantable and ordering a reversion to the older and correct rendering of the signal.

How the error came to be accepted in some places is a mystery. In the library of the United Service Institution there is a signal book on which is written, "This is the signal book used at Trafalgar," and it has the flags pasted in as required in the orders we have quoted. In a case in the hall is Pasco's letter, saying that as soon as he had finished the famous signal he hoisted, at Nelson's order, No. 16 for close action. Facing the letter is the large model of the battle in which the Victory is shown entering the enemy's line flying No. 16 from her main; and the flags are according to the above-mentioned book. And notwithstanding all this, the Institution during their Nelson Exhibition in 1905 were daily using the wrong code outside while the right one was within—a fact not mentioned in the threepenny *Account of Lord Nelson's Signal* on sale at the museum, which contains two coloured illustrations, one showing the signal correctly, the other showing what the Admiralty made of it during the three-and-twenty years they were misled.

Enough has been said in explanation of the method of signalling by numbers. In course of time other editions of the signal book were issued, and with the introduction of signalling by letters for the commercial code, which we shall have to deal with immediately, the Admiralty adopted that method in addition to the number system.

Two of the flags in the Trafalgar code have gone out of use—the yellow, red and yellow, and the black-edged yellow. They have gone the way of the red and white striped chase flag, Vernon's yellow and white stripes, Hawke's chequered red and blue, and many others, like them, rejected for their want of visibility and similarity

to others when drooping in a calm. Nowadays the navy uses about seventy flags, a few of which have a definite meaning, but all of which can have their signification changed at any moment. What that may be this morning we do not know, and it would not be desirable to state if we did, but the code in Burney of 1878 gives the red diagonal cross on white, now V of the International Code, for A; the red peter with a blue edging, now W of the International Code, for B; the yellow, now the Q of the International Code, for C; the pilot jack for D; the blue, white and blue vertical for E; the white cross on red for F; the white with black crosses for G; the yellow with a blue ball for H; the blue with a yellow diagonal cross for I; the yellow on blue horizontal for K; the blue with two white stripes for L; the red-edged yellow pennant for M; the yellow pennant with a blue stripe for N; the yellow and red diagonal, the O of the International Code, for O; the plain red pennant for P; the white pennant with red stripe for Q; the plain blue pennant for R; the blue and yellow pennant, the G of the International Code, for S; the white and red vertical pennant for T; the yellow and black chequer, the L of the International Code, for U; and the red pennant with white stripe for Y.

In Burney the numeral flags are the same as those given in the seventh edition of Nares published in 1807, wherein the yellow and red striped diagonal, the Y of the International Code, stands for A; the W of the International Code for B; the Z of the International Code for C; the pilot jack for D; the blue, white and blue, horizontal, the J of the International Code, for E; the yellow and black quarterly, L of the International Code, for F; the white, black, white, vertical, for G; the yellow with a black ball, the I of the International Code, for H; the blue with yellow diagonal cross for I; the

yellow pennant with red cross for I; the yellow and blue horizontal for K; the white with red saltire, the V of the International Code, for L; the red pennant with red stripe for M; the yellow pennant with blue stripe for N; the yellow and red diagonal, that is the O of the International Code, for O; the blue pennant with white cross for P; the plain red pennant for Q; the white and red pennant for R; the blue and yellow, now the G of the International Code, for S; the blue pennant with a white ball, now the D of the International Code, for T; the white and blue burgee, now A of the International Code, for U; the white peter, now the S of the International Code, for V; the plain yellow, Q of the International Code, for W; a black and yellow vertically striped pennant for X; a red-edged white pennant for Y; and the blue and white, now N of the International Code, for Z. The numeral flags are as in Barney; the red and white quarterly, U of the International Code, standing for 1; the white with a blue cross, the X of the International Code, for 2; the yellow and blue chequer for 3; the blue, white and red horizontal for 4; the red over white horizontal for 5; the yellow and blue vertical, K of the International Code, for 6; the white and blue diagonal for 7; the red, white and blue, T of the International Code, for 8; the red peter for 9; and the blue peter for 0.

Of these by themselves it will suffice to say that the U in this arrangement signifies that the vessel is on her speed trial, that F is the semaphore flag, and 9 the chase flag. In addition to these are a large number of pennants, of which the best known to outsiders is the red, white and blue with St. George in the hoist, familiar in every naval harbour as the church pennant. That has been the same for many years; and another flag known to many is the St. Andrew, which stands for the medical guard;

PLATE XXIII

Signals—International Code—and Pilot Flags

1. Code Pennant.
2 to 27. Flags A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.
28. Yes. C.
29. No. D.
30. Infection. L.
31. Powder. B.
32. Proceeding to sea. P.
33. Pilot's Call. S.
34. British pilot.
35. Speed Trial. A.
36. Russian pilot.
37. Want a pilot. P T.
38. Argentine pilot.

P. XXIII.

Signals—International Code [illegible]

but for the others we will not vouch, and they must be taken as what they were worth when given; for, as a matter of fact, there are two other codes in front of the writer which are quite different. The Navy, in short, does not want its signals to be known unless they are obsolete.

Signal books in warships are always kept ready to be sunk at a moment's notice. In the library of the United Service Institution is the Signal Book of the U.S. frigate Chesapeake with the bullets attached for the purpose of sinking it. Besides the regulation signals, a second set supplied to privateers was also captured, marked "Strictly confidential. The commanders of private armed vessels are to keep this paper connected with a piece of lead or other weight, and to throw the whole overboard before they shall strike their flag, that they may be sunk." But Broke was too quick for Lawrence, and instead of going overboard it came into the possession of Sir John Barrow, who gave it to the Institution.

The Admiralty Code of 1816 was not noteworthy for any change in the method of signalling, but important for what it led to. In 1817 Captain Frederick Marryat, a brilliant naval officer and famous novelist who excelled in many other things, issued his first code, in which, with many ingenious alterations, additions and omissions, he converted the naval code of the previous year into one for mercantile purposes only, and for doing this he was elected a Fellow of the Royal Society and received the Legion of Honour. That code was the basis of the Board of Trade Commercial Code issued forty years afterwards, and through it of the International Code now in use throughout the world.

In Marryat's code, No. 1 was the white peter, No. 2 the present J, No. 3 the present H, No. 4 a white pointed burgee with blue cross, No. 5 the present B, No. 6 a blue,

consequently that number at the least must be provided for in the new code in addition to the number required for other purposes.

The principles on which the code should be made were therefore: (1) The code should be comprehensive and clear, and not expensive. (2) It ought to provide for not less than 20,000 distinct signals, and should, besides, be capable of designating not less than 50,000 ships, with power of extension if required. (3) It should express the nature of the signal made by the combination of the signs employed, and the more important signals should be expressed by the more simple combinations. (4) A signal should not consist of more than four flags or symbols at one hoist. (5) A signal should be made complete in one hoist at one place. (6) Signals should have the same meaning wherever shown. (7) The signal book should be so arranged, either numerically or alphabetically, in classes, as to admit of the subject being readily referred to, and provision should be made for future additions. (8) The code should be so framed as to be capable of adaptation for international communication.

The code most generally used at the time on board both British and foreign ships was Marryat's, but there were also the French code by Captain Reynold, which had been translated into English, and the American code by Rogers of Baltimore, both of which had been recognized by their respective governments. These were all based on the numeral system; that is to say, the flags, as in the Admiralty Code, were numbered from 1 to 9 with a cipher flag—0—and the signals were composed of one or more flags representing by numbers the words or sentences required to be indicated, as we have already seen.

Had the number of signals been limited, this numeral

system might have been sufficient for what was required, but as it was intended to give the official numbers of the ships, which meant a range of numerals extending to 79,000, the Committee abandoned it for the following reasons. It is obvious that to represent such numbers as 22, 431, 444, 5,656, etc., with only a single set of flags, means must be devised for substituting some sign—either a flag or pennant—to represent the numeral flag already in use, of which no duplicate is carried. This can only be accomplished with one set of flags by the use of distinct signs called substitutes or repeaters, one repeating the first flag in the hoist, another the second, and another the third, if so many are necessary, an arrangement that had led to frequent mistakes. Marryat, Rogers and Reynold had availed the use of substitutes by omitting all, or nearly all, the numbers in which the same numeral appears more than once, such as 44,313, 6,161, 8,888, etc.; and by dispensing with the aid of these auxiliaries, had greatly lessened the capacity of their codes. Thus 10 numerals with three repeaters would give 9,000 signals, but without repeaters would make only 5,860, the loss being 4,139 numbers in every 10,000 signals. By the use of distinguishing flags or pennants, however, as many different series of numbers could be obtained as there were pennants or flags, and by changing the position of these the number of series could be multiplied, this being the plan adopted by Marryat and Reynold.

They had particular flags designating certain classes of signals, such as the telegraph flag and the rendezvous flag, which signified that you were either conversing or appointing a place of meeting, and pennants were used for classifying ships according to the colour of the pennant employed. For the purpose also of increasing the numeral power of the signal book (that is of effecting

a fresh series of signals) the same pennant might be placed at the top or bottom or in the middle of the hoist, and its numeral power varied in each separate position. In all three codes five flags in a hoist were used to make high numbers; and in the latest edition of Marryat four repeating flags were used for making consecutive numbers as high as 99,999. Other means had been suggested for enlarging a code of signals by the use of distinguishing pennants shown from another mast-head, or by dividing the signal and showing part on one mast and part elsewhere, but these, like the five flags in a hoist, were in conflict with the principles already given.

"Having thus set aside the numeral system," said the Committee, "we had to consider what other method would best meet the requirements of the code. There was only one method known to us by which the objects we had in view could be attained. It was that of taking a number of signs (or flags) sufficient for the purpose, and by their transposition effecting a certain number of permutations, each different combination of two or more of the signs so taken forming a signal distinct in itself and having a particular signification." And they gave a table showing the permutations obtainable from ten to twenty signs, in hoists of two, three, four and five at a time. As they had ruled five out of the reckoning we need not give them, but with 10 the twos, threes and fours amounted to 90, 720, 5,040; with 11 to 110, 990, 7,920; with 12 to 132, 1,320, 11,880; with 13 to 156, 1,716, 17,160; with 14 to 182, 2,184, 24,024; with 15 to 210, 2,730, 32,760; with 16 to 240, 3,360, 43,680; with 17 to 272, 4,080, 57,120; and with 18 to 306, 4,896, 73,440, which, adding these three together, made 78,642 changes in two at a time, three at a time, and four at a time, the number of flags, 18, being only two more than were carried by vessels then using Marryat's code.

Having decided upon the number, the Committee proceeded to the naming of these 18 flags, and they called them after the letters of the alphabet, leaving out the vowels, a matter held to be of no importance as the characters were not to be used as letters but as signs. The next point was the colouring of the flags, and considering that flags which were, and had been for many years, generally in use in merchant ships should not without very strong reasons be dispensed with, they recommended the adoption of those of Marryat's code, with slight variations, as far as they were applicable, with the addition of M, G, V and W from the naval code. Many of his flags had been already adopted for other codes, thereby proving their suitability.

The French, for example, had a set of flags in which the B, D, H, J, K, Q, S, T and W were the same as in the International Code, the C pennant having a blue ball instead of a white one, F being what is now E in the International Code, G being the present F, L being blue and white over yellow and red, M being the X of the International Code, N being white with four blue diagonal stripes, P the blue peter with a yellow centre, R a white flag with five blue spots, and V a red one with white diagonal cross. When flown complete for decorative purposes this made a most effective display, as do all sets of signal flags, the reason being that they are designed to be used together and help each other, whereas national flags are flown by themselves and spoil each other's effect when hoisted side by side.

The United States also had a code in which some of the flags were Marryat's and the same as now used by merchant vessels, these being B, M, Q and V; but C was a white pennant with a small blue rectangle in the hoist, D a blue pennant with a white rectangle, and F a red pennant with white rectangle; the G being a

blue, white and purple pennant, the H a white and red diagonal, J a blue and white diagonal, K a yellow and blue diagonal, L being blue with a yellow diagonal stripe, N blue with three white diagonal stripes, P plain blue, R red and blue with white diagonal stripe between and W white with blue diagonal stripe; the diagonals in all cases running from the upper corner of the fly to the lower corner of the hoist and being, like the rectangles that replaced the balls in C, D and F—some of which still survive—characteristic of the code.

The new code was remarkable for its comprehensiveness and distinctness. The combination of the signs expressed the nature of the signal—two flags in a signal meaning either danger or urgency—and the signals throughout were arranged in a consecutive series so that any signal, whether a word or a sentence, could readily be found. The flags and pennants were also so placed as by their position to indicate the signals made. Thus, in signals made with two signs the burgee uppermost represented attention signals, a pennant uppermost compass signals, and a square flag uppermost danger signals; and in four-flag signals the burgee uppermost represented geographical signals, a pennant uppermost vocabulary signals, and a square flag uppermost the names of ships. Further the international signals consisting of all such words and sentences as can ordinarily be required for any purpose were confined within the limit of three-flag signals, excepting only the geographical table, which, from the number of places to be indicated, it was not found possible to include within that limit.

This admirable Commercial Code became translated into many languages, and in time was generally spoken of as the International Code, a title which it is better to restrict to its successor, which came into use on January 1st, 1901. The size of its flags was in the proportion

of 6 by 8, the pennants being in that of 5 by 15. "Each," the order went, "should be distinctly marked with the letter they represent; they should be roped, with a toggle at the upper corner, and with a distance line below the flag equal to its width: the end of the distance line and each end of the signal halliards should be fitted with running eyes."

The flags are still in use in the present code without change of letter, with the exception of F—the red pennant with a white ball which now has a white cross—and L, in which the blue squares have been changed into black and given quarterly with the yellow. For communicating with merchant vessels under this code the Admiralty ordered a code to be used in which B was a red burgee with one tail instead of two; D was a white pennant with two black crosses instead of the blue pennant with a white ball; G was a yellow, blue, yellow pennant instead of yellow and blue; H was red over white horizontal instead of white and red vertical; J had two white stripes instead of one; L was red and white over white and red instead of blue and yellow over yellow and blue; M was white with a blue cross instead of St. Andrew; N was a yellow and blue chequer instead of a blue and white one; Q was white with five black crosses instead of plain yellow; R had a white cross instead of a yellow one; S was the white and blue diagonal instead of the white peter; V was white with a red border instead of a red cross; and W was the pilot jack.

For the revision of the Commercial Code the International Code of Signals Committee was appointed, and the first change suggested by them was the adoption of the whole alphabet, thus giving them twenty-six things to permutate with instead of eighteen. "Since the old code of signals was first issued," to quote from the report, "there has been a very considerable increase in

the average speed of vessels belonging to the mercantile marine, owing both to the larger percentage of steamers as compared with sailing vessels and to the greater speed to which steamers now attain. Vessels consequently remain within signalling distance of one another and of signal stations for a much shorter time than was the case forty years ago, and it is necessary that an efficient code of signals should provide the means of rapid communication. In a code in which signals are made chiefly by means of flags, rapidity of communication can best be secured by reducing to a minimum the number of flags required to make the signals, since every additional flag in a hoist involves delay in bending on the flags on the part of the person making the signals and delay in making out the flags on the part of the person taking in the signals, and to enable this to be done without the number of the signals in the code being reduced, it was necessary to provide an increased number of two and three-flag signals by adding flags to the code."

The number of signals, as we have seen, which can be made by the permutations of eighteen flags, no flag being used more than once in the same hoist and counting in the eighteen, is 78,660, but the number obtainable by the use of twenty-six flags in the same manner is 375,076; and by using the code pennant over or under one or two flags, an additional 1,320 signals can be made. In this way by the adoption of the eight other flags many of the more important signals which had to be made by three-flag hoists were converted into two-flag signals, and all the four-flag signals, excepting those representing the names of places and ships, were made into three-flag signals, while between 3,000 and 4,000 new signals with three flags were open for addition. This abolition of the four-flag hoists greatly increased the rapidity of signalling and also its accuracy, for every flag added to

a hoist affords an extra risk of mistake, both in bending on a wrong flag and in reading off the flags incorrectly; and another advantage of the inclusion of the vowels was the possibility of spelling names and words not in the signal book.

The compilers of the old code recognized the desirability of repeating sentences containing several words under the heading of each important word which they contain, and the compilers of the new continued and extended this system in the General Vocabulary in order that a person desiring to signal a sentence may find it on referring to any of the principal words of which it is composed. In the case of a sentence such as "Want a boat; man overboard," it is obvious that while one man may look under "want," another may look under "boat," and others under "man," or "overboard." In the interests of rapid communication the new signal book repeats the sentence under each of these four words, as it does with all other sentences. To facilitate the finding of words and sentences the arrangement is alphabetical throughout the General Vocabulary, and not only do the various words in that vocabulary, which form the headings, follow one another in alphabetical sequence, as in the old code, but the different words and phrases coming under the various headings are also arranged in alphabetical order.

In the case of words appearing in the vocabulary which have more than one distinct and generally recognized meaning, separate signals and separate paragraphs are given for each meaning, this arrangement having been mainly adopted with a view to the easy translation of the code into foreign languages; and with the same object the plurals of nouns were omitted, so that words taken from the code were always to be understood as used in the singular unless the contrary was indicated.

Of the new flags, the A is the white and blue burgee flown in the Navy to show that the vessel is on her full-speed trial; E is a red, white and blue pennant which also came from the Navy; I is the flag which the Quarantine Act of 1825 requires vessels to fly when not having a clean bill of health, the black ball on the yellow, generally known as the black pill; O is the yellow and red diagonal which makes an order optional in the Navy; U is the red and white quarterly of the Navy; X is the blue cross on the white ground used at Trafalgar; Y is the diagonal stripes, yellow and red, of the Navy; and Z is the Navy flag so often mistaken for that of the P. & O. Company.

In the old code four of the flags had a definite meaning when hoisted alone. B signified that the vessel hoisting it was loading or unloading explosives; C was the affirmative, and D the negative, and P, the blue peter, indicated a vessel about to sail. "We have retained these meanings," said the report, "and we recommend that flag S when hoisted alone should be an international pilot signal signifying 'I want a pilot.' At present the single-flag signal to be used by British vessels requiring a pilot is the Union Jack with a white border. This flag is not suitable for international use, and there is a great diversity of practice amongst foreign countries in regard to the signal to be made by vessels wanting pilots. Some countries use their jacks with a white border as a signal for a pilot; while other countries use their ensigns or jacks without a white border, or the blue peter, or a special flag; and others seem to have no single-flag signal for a pilot, and use the flags P and T of the International Code, which mean 'I want a pilot.' We gather that foreign maritime powers are generally agreed as to the desirability of there being an internationally recognized single-flag signal for a pilot, and we are of

opinion that flag S (blue centre with white border) is well adapted for the purpose. We therefore recommend that the Board of Trade should obtain an Order in Council making legal the use of flag S as a signal for a pilot." Thus it came about that the two peters have definite meanings, and the old pilot signals appearing in the books are seldom seen—concerning all which it is well to note that asking for a pilot when you do not want one is a serious offence for which the penalty is £20, and if you mislead or delay a ship by wrong signals, you pay for the time and labour just as if it were a matter of salvage.

There is another series of single-flag signals in which every letter of the alphabet has a meaning. This is used between vessels when they are towing or being towed; but as the flag is held only just above the gunwale, it is not likely to be confused with one that is run up on halliards. To avoid any risk of mistake, the single flags, having a specific meaning, have the same meaning when hoisted under the code pennant, that is the red, white, red, white, red, vertical, which also serves as the answering pennant and indicates that the code is being used. The other two flag signals, of which the pennant is one, are H signifying stop, J signifying "I have head way," and announcements of that nature, W meaning all boats are to return to the ship. Three of them, E, F, G, are the new spelling signals, E indicating that the flags hoisted after it, until G puts in the full stop, do not represent the signals in the code, but are to be understood as letters forming words, the letters being hoisted not more than four at a time; and if any letter occurs more than once in a word it must begin a new hoist; for instance, "wood" must be run up as WO in the first hoist and OD in the second. To show the completion of a word, or a dot between initials, F is hoisted, and then the next

word is spelled in detachments if necessary until the message is terminated by G.

Flags M, N, O similarly show that numerals are being signalled; M starting the signal, then four of the code flags from A to Z, all of them having a distinct value as given in a table, A to K running from 1 to 11 and the rest being useful numbers for combination, Z representing six noughts; then N for a decimal point, and then O as the full stop of that group.

In making a signal the ship hoists her ensign with the code pennant under it, the reply to which is the hoisting of the code pennant at the dip, that is about two-thirds of the way up. When this signal, showing readiness to receive, is made, the ship hauls down her pennant from under the ensign if it is wanted in the hoists she is about to make. As soon as the first hoist of the signal is up, the receiver refers to the signal book, and if he understands the signal he hoists his answering pennant close up and keeps it there until the signaller hauls the hoist down. Then he brings down the pennant to the dip and is ready for the second hoist, and so on until the ship hauls down her ensign to show that the message is at an end.

The two-flag signals, in which the pennant is not one of the flags, are all urgent and important, such as "distress," NC; "man overboard," BR; "I have Government despatches," JS; and some of them mean a good deal, such as IA, "have received the following communication from your owners," or HY, "forward my communication by telegraph and pay for transmission."

Three-flag signals beginning with A are all compass signals, ABC standing for north, AIO for south, and every degree can be signalled, thus ANL represents north 63 degrees west; or you can signal in points and half points, when AQD means north, and so round the compass until

AST means north, a half west. To signal money amounts you use a group of letters running from ASU to AVJ, in which AVB means a shilling and ATR a franc. To signal measures of length the letters run from AVK to AXF; if you want square measure you run between AXH and AXZ, in which group AXU means a square inch and AXI an acre. If you want cubic measures or capacity the range is from AYB to AZW, AYW meaning a gallon and AYD a cubic inch. If you want weight you run from AZX to BCN, wherein BAP signifies a hundredweight and BCI a quintal. If you are dealing with decimals there is a special group extending from BCO to BDZ.

The next section is that of auxiliary phrases, to which are assigned all combinations of three letters between BEA and CWT, BEA standing for "am," or "I am," and CWT for "you-r-s," that is you, your or yours. When a three-flag signal is given composed of the code pennant over two other flags it refers to the degrees of latitude and longitude, latitude running from AB to DH, and longitude from DI to KP; or to divisions of time, KQ to LP serving for hours, LQ to NZ for minutes, and OB to QL for seconds; or to the height of the barometer in inches and millimetres, QM indicating 27·8, and TS ·98; or degrees of the thermometer, TU being for one degree and ZV for 106. When a three-flag signal is made up of the code pennant under two other flags it refers to the numeral table in which UA signifies 0 and ZY 5,000,000; for example, YN over the code flag means 5,000, and XI 83, thus making up 5,083.

Four-flag signals refer either to the Alphabetical Spelling Table, Geographical Signals, or the British Code List containing the names of British ships and certain foreign vessels to which signal letters have been allotted; or to warships, the warship code ranging from GABC

to GYZX, the British Navy running from GQAB to GYFZ, and the French Navy from GEAB to GFHZ. The Spelling Table includes all the signals between CBDF and CZYX, the signals being made on the old plan, which has been practically replaced by the new one already mentioned. By this method the word is spelled in hoists of four flags, representing two or three letters forming parts of the word required; thus CPRG means Mac, CGRQ don, and CBWP ald, which seems rather a roundabout way of spelling Macdonald.

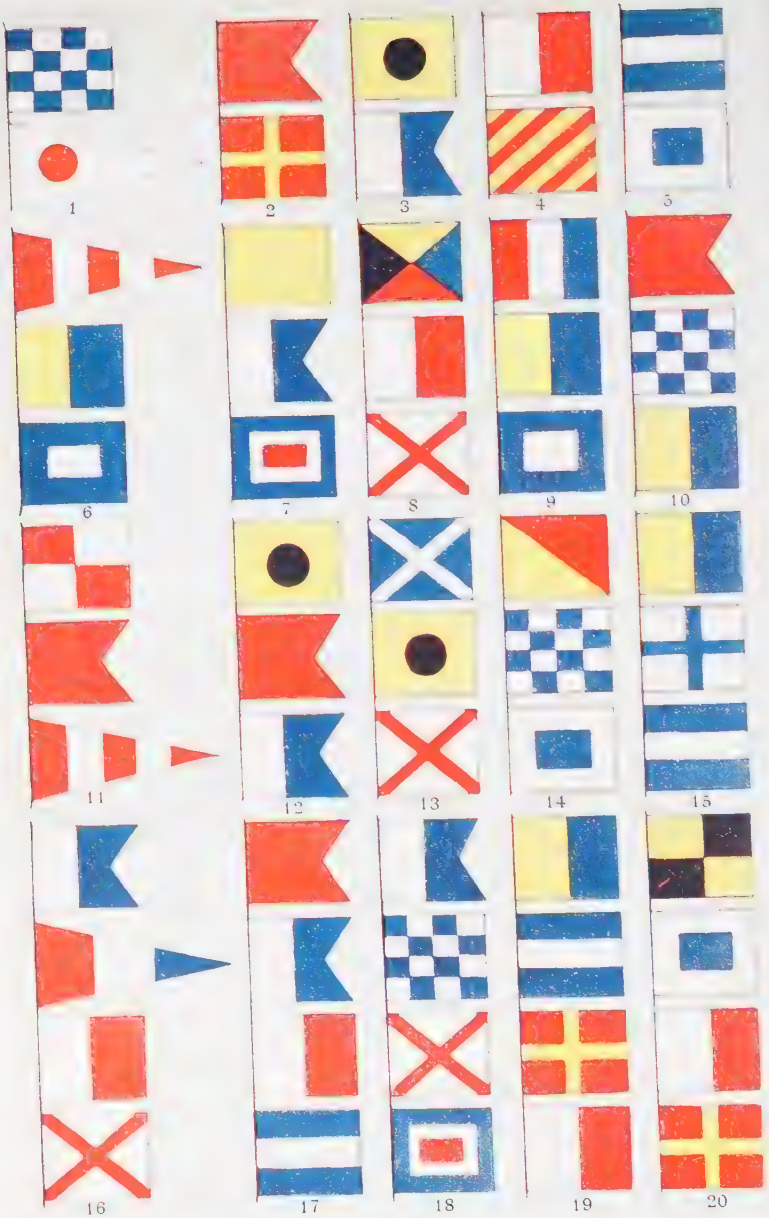
The Geographical Signals run from ABCD, which means the Arctic Ocean, to BFAC, which stands for Jan Mayen. The letters have not been assigned indiscriminately, but are on a plan which takes them round from Cape Chelyuskin, ABCE, to Ostend, AEHM, Nieuport, AEHN, and Adin Kerke, AEHP, in Belgium: Great Britain then takes the letters from AEHQ to AFPN, which means the Galloper Light Vessel. Ireland runs from AFPO to AFXH, France from AFXJ to AGTY, and so on all round the world, the first two or three letters of the group indicating the country in which the port, or whatever it may be, is to be found; and complementary to this list is another giving the places in alphabetical order with their signal attached, concerning which it may be said with truth that if you want places you have never before heard of try this list of ten thousand.

The main portion of the book is the General Vocabulary, in which every possible message or part of a message seems to have been thought of. Opening the book in the middle—for unlike all other books it opens in the middle with the cut-in references on the outer margin right and left—you range in that one opening from Notary to Nutmeg, SJX to SLC, and there are three hundred and fifty double-column pages of this sort of thing. Let us, however, read off a signal together and get ahead faster.

IBA is the signal going up, and we turn to the book—"The cargo is not yet sold"; MIV, "Every exertion has been made"; ONS, "Make haste"; KXJ, "Your port of destination is closed: your owners desire you to proceed to"; AEHV, "London," or perhaps it may be AFMR, "Hull," or perhaps BAHJ, the other Hull in Massachusetts; and the ship that is signalling may be KJRH, that is the Oroya, or MJGD, the Ophir, the names of the ships of the mercantile marine running from HBDC onwards to WVTS, the naval vessels, as noted above, having appropriated G.

It is not always sunshine at sea, and flags when exposed to wind and rain become torn and dirty. In thick weather it is difficult to distinguish between flags which resemble one another in every way except colour, and that is why pennants, short and long, and swallow-tailed burgees, appear in almost every code. In very bright light at certain angles there is the same difficulty regarding colour, and when flags hang down in a calm, or are only seen edge on owing to the direction of the wind, it requires good sight and a good glass to make them out. Hence nearly all codes contain what are known as distant signals.

In the later editions of Marryat's code, Richardson, it would appear, got over the difficulty by what he called Geometrical Signals, which consisted of an isosceles triangle, two smaller equilateral triangles, a diamond, a rectangle and three hexagons. The hexagons were red, blue and yellow, and represented pennants; and the other shapes being in equal numbers of red and blue made up the ten numerals, the smaller triangles, always hoisted together in hour glass fashion with a gap between, counting as one. These shapes were of canvas stitched on frames of large size, and not easy to handle in anything of a breeze.



Examples of International Signals.

PLATE XXIV.

Examples of International Signals.

Two-letter Signals—

1. In distress, want immediate assistance, N C.
2. Man overboard, B R.
3. Have received the following communication from your owner, I A.
4. Forward my communication by telegraph and pay for transmission, H Y.
5. I have Government despatches, J S.

Three-letter Signals—

6. Longitude 180 degrees, Code pennant K P.
7. It is very kind of you, Q A W.
8. No boat fit for work, Z H V.
9. Pirate, T K P.
10. It can be done, B N K.
11. No. 1, U B Code pennant.
12. Cargo not yet sold, I B A.
13. Every exertion has been made, M I V.
14. Make haste, O N S.
15. Your port of destination is closed; your owners desire you to proceed to, K X J.

Four-letter Signals—

16. London, A E H V.
17. Hull (Massachusetts), B A H J.
18. Annam, A N V W.
19. R.M.S. Oroya, K J R H.
20. R.M.S. Victoria, L S H R.

Nowadays the three chief methods of distant signalling for ships are (1) by cones, balls and drums, the drum being at least a third higher than the ball; (2) by balls, square flags, pennants and whefts; and (3) by the semaphore. As an instance of the first, it will be enough to say that two balls over the cone, apex upwards, means "I want a pilot"; of the second we need only say that with the permutations of two balls, two pennants and two square flags it is possible to indicate every flag in the International Code. As an example, we know that when a ship hoists a square between two balls, the signalman of the receiving ship can exclaim like the Argonauts of old—according to Planché—"By Jupiter! He has hoisted up the blue peter!"

In sailing vessels, which are almost obsolete, there is a system of masthead-signalling, also in consequence nearly obsolete, by which a long pennant, two short pennants and two square flags can be so disposed as to signal the ten numerals—the long pennant counting as 1, a square as 2, the short pennant as 3, the long pennant over a short one as 4, the long pennant over a square as 5, a square over the long pennant as 6, a short pennant over a long pennant as 7, the two squares as 8, a square over a short pennant as 9, and the two short pennants as 0; and these can be used at a fair speed by hoisting them at the mastheads, or at the main, the mizen and the peak, thus signalling three figures at once and completing every signal as with a hoist of flags.

When flags cannot be made out owing to the great distance intervening, even so far as to the ship being half down the horizon, a system of sail signalling on the lines of that already mentioned as used by Sir Walter Raleigh is occasionally employed. In this the main royal is 1, the main topgallant-sail 2, the fore royal 3, the fore topgallant-sail 4, 5 being made by 1 and 4 to-

gether, 6 by 2 and 3, 7 by 3 and 4, 8 by 1, 3 and 4, 9 by 2, 3 and 4, and 0 by 2 and 3; and when the royals are not set the topgallant-sails and topsails are dealt, the yards being braced so as to show a space on to the receiving ship. But this is very hard work, and practically sail-signalling has dwindled down to letting fall the main topsail as a signal to weigh, and letting fall the fore topsail as an order to prepare for sailing, the answer to this being the blue-peter, for a ship hoists that flag when she is ready for sea, and a lessen when she is for sale, which is not the same thing.

Another system of flag-signalling is the Fishermen's Code, by which our trawlers and drifters communicate with the warships, flying the distinguishing pennant of the cruisers employed on fishery duty in the North Sea. In this three long rectangular flags, plain red, blue and yellow, and the red ensign suffice for the whole code, which is remarkable for meaning one thing on the cruiser and another on the boat. The complete code can be given as if a conversation were going on. The boat hoists the ensign over yellow—"I wish to report a dispute with other fishermen": the cruiser hoists the same—"I request the skipper to come on board: I wish to speak to him." The boat hoists the ensign over blue—"I am in want of provisions": the cruiser hoists the same—"Write your communication on a board. I cannot understand you." The boat hoists the yellow over the ensign—"I want men to help me": the cruiser hoists the same—"I will send a boat to help you." The boat hoists yellow over blue—"I require medical assistance for a case of internal complaint": the cruiser hoists the same—"I cannot send you a boat: I cannot help you." The boat hoists blue over the ensign—"I require medical assistance for a case of external injury": the cruiser hoists the same—"Bring the patient down to your boat;

the ship's doctor can then examine him." The boat hoists blue over yellow—"Please send me a boat, mine cannot be used"; the cruiser hoists the same—"Keep away. I cannot manœuvre"; or, touched, as it is the fashion to say, with the fisherman's distress, as seen through the telescope, she hoists the yellow over the ensign, and the boat goes off with the doctor.

This leads us on to storm signals, generally managed with cones and drums, the idea being that a cone looks like a triangle and a drum like a rectangle, no matter how they may be blown about; but in America flags are used, a red with black centre indicating a heavy storm, yellow with white centre a light storm, the red pennant showing that the storm cyclonal is coming, the white that it has passed, the red over white that the station is north of the storm centre, the flag over the pennant that the storm centre is north of the station. Forecast signals are also given by flags, white being for fine weather, blue for rain or snow, blue and white for local wet, white with black centre for cold or frost, a short black pennant below the flag indicating colder coming, and above the flag that the temperature is rising; in fact a similar code with variations to what used to be hoisted in St. Paul's Churchyard, and is now seen, in a small way, at rifle ranges.

Another form of flag signalling in a simple way is that of our railways, who adopted the red flag to do duty by day for the red lamp at night, the green one for caution by day as the green stood for caution at night, and the white one for the safety shown by the clear light at night—both idea and lamps being copied from shipping practice. When street lighting improved and increased there were too many clear lights in the neighbourhood of a railway for a clear signal light to be picked out at a distance by the engine-men, and the lamps became green

and red—safe and unsafe, the cautionary becoming merged in the unsafe—and the flags followed suit, so that the guards carry two flags instead of three and signal the train off with a wave of the green; and from that flag-waving, and not from the standard-waving of Galon de Montigny at the Battle of Bouvines, came the flag-wagging that is now so general on land and sea.

In signalling by this method the flags used are of two sizes. The large flags are a yard square and made of muslin. They are of two colours—white with narrow blue stripe for use against a dark background, and dark blue for a light background. The staff is 5 ft. 6 in. long, and the signals made by these flags may be read with the aid of an ordinary telescope at a distance of from five to seven miles or even further in favourable circumstances. The small flags are of similar material, but only 2 ft. square with a staff 3 ft. 6 in. long, and their range of visibility does not exceed three or four miles.

The flag is held upright and the pole grasped by its end so that when in motion it moves through the greatest possible arc. The person sending the signals works the flag so that the pole points to the right or left at an angle of about twenty-five degrees from the vertical for the shorts and nearly to the ground for the longs. The signals are based upon the dot and dash method of Morse, the dot, or short stroke, taking about one second and the long stroke about three seconds. Between each wave the interval is about one second; between each letter about three; between each word about six. A succession of shorts is used to call attention to a message that is about to be sent, and a series of longs means that the message ends. G means "go on"; R is a request to move to the right, and L to shift to the left; B to use the blue flag, W to use the white one; KQ

announces that you are ready, FI that figures are coming, and FF that the figures are finished. When the receiver finds that the background behind the transmitter is not satisfactory he sends back H, meaning try higher up, or O, meaning lower down; if he does not understand the message he sends IMI, meaning please repeat; and the acknowledgment that all is clear is RT, "all right." In short, it is the same system as used in telegraphy, wireless or otherwise, and in lamp-signalling and sound-signalling, and the code is as follows:—

Alphabet

A . —	J . — — —	S . . .
B — . . .	K — . —	T —
C — . — .	L . — . .	U . . —
D — . .	M — —	V . . . —
E .	N — .	W . — —
F . . — .	O — — —	X — . . —
G — — .	P . — — — .	Y — . — —
H	Q — — . —	Z — — . .
I . .	R . — .	

Numerals

1 . — — — —	6 — . . . .
2 . . — — —	7 — — . . .
3 . . . — —	8 — — — . .
4 . . . . —	9 — — — — .
5	0 — — — — —

CHAPTER VIII

AMERICAN FLAGS

America was discovered by Leif Ericson in the year 1000, and the first European flag hoisted on its mainland, so far as at present known, was the raven. George Washington's crest was a raven issuing from a coronet —and that is the only association of any item in his armorial bearings with any national flag in America.

The next flag flown on the American continent was the English ensign, the white with the red cross, hoisted there by Cabot in 1497. Columbus did not reach the mainland on his first voyage in 1492, nor on his second in 1494, but on his third in 1498, when he landed on the coast opposite Trinidad. Ponce de Leon, in search of the fountain of youth, landed in Florida in 1512, and the first Spanish flag hoisted in North America was not that with the F and Y on it, and could not be, considering that Isabella died in 1504 and consequently the Y had disappeared from it for eight years. The pretty picture in colours that appears in books as "the first flag on the American continent" is therefore —to say nothing of the flags of the Aztecs and Incas—placed there in error.

Verrazano the Florentine, in the days of Charles V, discovered the Hudson River; and the year after, 1525, Gomez surveyed it, thereby anticipating Hudson by eighty-four years, Hudson being that unfortunate

navigator who discovered nothing that was named after him. In 1534 Cartier hoisted the lilies at Gaspé Basin, thereby adding the French flag to the list of those that had floated in the breeze on the American shore; and in 1585 Raleigh sent out Sir Richard Grenville of famous memory to found the colony of Virginia, so named in honour of the virgin queen, when for the second time the national flag of England was set up in America.

Americans have great difficulty in understanding that the national flag of England up to the death of Elizabeth was the red cross on the white field, and thereafter the Union of which it forms part, and that the Union does not mean a canton, but this flag which in miniature occupies that position, there being not one canton in a rectangular flag, but four cantons—canton meaning simply a corner. The Union is not "The King's Colour," though every American writer seems to call it so; it is the national flag just in the same sense as the Stars and Stripes, and it is only known as the king's colour when it is used in the line infantry of the army and when it has a crown and wreath and the number or title of the regiment on it, while in the Guards it is the regimental colour, for British regiments carry two flags just as American regiments do, in each case one of them representing the chief of the State and the other the body of men. The Union, like the St. George's ensign, is not "the personal standard of a king or of an emperor." The personal flag of the sovereign of the British Empire is, as already explained, the Royal Standard, in which England is represented by the three lions on the red field, and it ranges with the representation of the seal of the United States surmounted by the thirteen stars within the silver halo on a blue field, which is the personal flag of the president and really "a feudal device"—"described in the blazon"—of exactly the same character

as the three lions; and it is the American Standard and remains the same for president after president just as the Standard of England—not that of the United Kingdom—has remained the same for king after king and five different queens since the days of Richard Coeur de Lion. Having thus agreed upon our definitions, as Pascal recommends, we will proceed with our story.

In 1607 Jamestown was founded. In 1609 Hudson arrived in the Half Moon in New York Harbour under the flag of the Dutch East India Company, orange, white and blue horizontal with the letters V. O. C. A. in the white stripe, these being the initials of Vereenigde Oost-Indische Compagnie Amsterdam. In 1621 the letters were replaced by the monogram of the Dutch West India Company, G. W. C. (Gevetroyeerde West-Indische Compagnie), the G being on the left outer bar of the W, and the C on the right. In 1638 came another flag, the blue with the yellow cross, of the Swedes who founded New Sweden on the banks of the Delaware, which was wiped out by the Dutch in 1655, as the Dutch were in turn mastered by the British by the capture of New York in 1664.

The Pilgrim Fathers went out in the Mayflower under the Union at the main and the St. George's ensign at the fore. On Christmas Day, 1620, they landed by the rock on Plymouth beach, now in Massachusetts, and the bones of some of them are enshrined in a stately granite canopy erected over it. The flag they hoisted was the St. George, which in 1634 was declared by the men of Massachusetts to encourage the worship of saints, which it certainly did up to 1552, when the Festival of St. George was removed from the Prayer Book, and that it was a papistical symbol which some one had told them had been made the flag of England by one of the popes—a falsehood which they, and many after

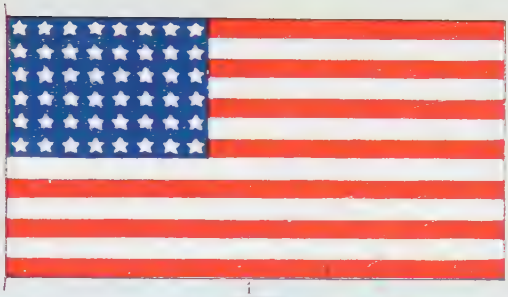
PLATE XXV.

American Flags—The United States.

1. National Flag.
2. Flag of the East India Company, known in America as the Cambridge Flag.
3. The Liberty Tree.
4. The Old Red Ensign with motto.
5. The Pine Tree and Stripes.
6. First form of the Stars and Stripes.
7. Flag of the U.S. Frigate Chesapeake.
8. Confederate Stars and Bars.
9. Confederate Southern Cross.
10. Warship Pennant.

Errata on Plate XXV.

Fig. 7 should be numbered 8
8 „ „ 7



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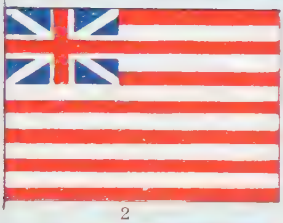

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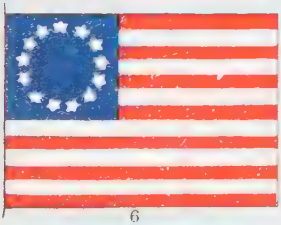

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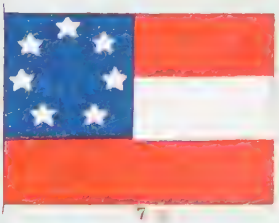

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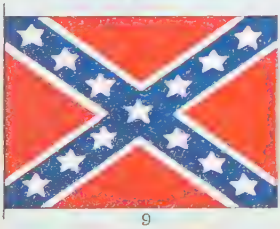

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Pl. XXV.

BB. 184.

American Flags—The United States.

them, really believed—and they proposed that it should be replaced by something local, for instance a pine tree, this being the first venture in American heraldry. There was some reason for this, as the tree was the one under which the earlier colonists met to discuss their local affairs as they had been accustomed to do under the trees in their villages in the old country, of which trees a few remain to be pointed to with pride as the site of the village parliaments from which were developed our parish and rural councils; and it was a suggestive symbol of democracy.

In 1632 Lord Baltimore, as proprietor of Maryland, issued a shilling, a sixpence and a groat on which he put his own head and not that of the king, and a copper penny on which was his crest: very interesting coins all four, and apparently issued within his rights, but by no means approved of in court circles in England. In 1651 the Boston men, improving on Baltimore, established a mint on their own authority for coining the silver captured from the Spaniards by the Buccaneers, from which they issued in 1652 shillings, sixpences, threepences and twopences. On the obverse of the shilling was MASATHVSETS and what is described, numismatically and diplomatically for a reason we shall discover immediately, as the American pine or oak; the reverse being NEW ENGLAND AN. DOM., with 1652 in the centre and XII below it. On the obverse of the sixpence was a different tree but still a pine, the reverse being NEW ENGLAND ANO. with 1652 and VI in the centre, and the threepence and twopence had on the obverse the pine tree again. Sir Thomas Temple, Governor of Acadia, after spending several of his later years in Boston, returned to London in 1673, where one day at court he found the King upbraiding Massachusetts for having coined money in disregard of his prerogative,

whereupon he showed the monarch a pine-tree shilling. "But what is this tree upon the coin?" asked the king; to whom the baronet replied, "That is the oak in which Your Majesty found shelter!" Whereupon Charles, who seemed to enjoy any allusion to his having been up a tree, remarked pleasantly, "Well, they are a parcel of honest dogs!"—and thence the judicious qualification of "a pine tree or oak" in any description of this coin.

As Charles I, on May 5th, 1634, had restricted the use of the Union flag to the Royal Navy, the national flags of the two countries were used for public departments and the merchant services; and when in 1643 the colonies of Plymouth, Massachusetts Bay, Connecticut and New Haven became the United Colonies of New England, their flag, as colonies of England, became the St. George's ensign with the royal crown and king's cypher in the centre, just as it would have been St. Andrew's ensign with a similar crowned cypher if they had been Scottish, as Nova Scotia was, the two kingdoms being under separate administrations and separate flags until May 1st, 1707. Boston, however, did not part with its pine tree for local purposes as we have seen, and, when the new century opened, many of the other colonies had begun to fly flags of their own to distinguish their vessels from one another, for a good deal of shipping had got afloat since Winthrop launched The Blessing of the Bay; and these were the forerunners of the State flags of the present time.

The days of the Old Dominion were nearing their end. As the colonials throve they chafed under the neglect and mal-administration of the home country, which was then as many weeks away as it is now days; but they were loyal, and would have remained so if rebellion had not been thrust upon them. They did not shrink from

bearing their share in the old country's quarrels, and in 1745 Pepperell led the New Englanders to the conquest of Louisburg, the Dunkirk of America, one of the strongest fortresses in the world, which his men held until the war was over. When on June 17th, 1745, he marched in triumph through its south gate with bugles blaring and drums beating, there were not only the Unions and ensigns from the land and the fleet, but a numerous and varied assortment of colonial flags, including the Boston one distinguished by its Nil desperandum Christo duce, "sanctified" and presented by George Whitefield, who had transformed by his preaching this expedition against the French into the New Englanders' Crusade.

Louisburg was not without its lessons. It taught the colonists that they could act together in a serious war, that they could beat the French, that they could stand up to the king of the old country when the time came. But Louisburg had to be taken again by Amherst and Boscawen, and Wolfe and Saunders had to take Quebec, and Amherst Montreal, with much colonial aid, and another spell of congratulation and quiet to intervene, before the many grievances did their work and discontent burst into flame at the touch of those two torches of taxation, stamps and tea.

In 1765 the Boston pine tree stood at the corner of what are now Essex and Washington Streets. That it was the same tree as the one vaunted as a superior symbol to the red cross a hundred and thirty years before is not agreed upon—probably it was not—but after Colonel Barré's impassioned speech in the House of Commons in 1765 against the Stamp Bill, in which he spoke of the behaviour of the government officials in ruling the colonists as being so bad as to cause "the blood of those sons of liberty to recoil within them," a phrase gratefully accepted by the Boston men as the title

of a local defence society which met beneath its shade, it became the Liberty Tree on which they hanged the effigy of Oliver the stamp distributor; and it was the first of the liberty trees of America and of the French Revolution.

The first Congress met at New York in October, 1765, and the organized opposition to the Stamp Act gained such force that in 1766 the Act was repealed. Then the bell nearest Liberty Tree was set ringing. From the tall steeple drooped countless gay banners, and from every window and housetop flaunted flags and streamers; and in the evening the town was one blaze of fire, the tree bending under the weight of lanterns and illuminated figures of the champions of repeal. The joy, however, was soon damped by the discovery that the money was to be paid in another way, by the imposition of duties upon almost every other thing, a method of taxation without representation that in the course of a few years was so evidentally goading the colonists into rebellion that all the duties were taken off except that on tea. Then the colonists refused to drink tea, and it accumulated in the warehouses. Now tea was brought to America by the East India Company, and the Dartmouth and two other ships that were boarded by the Boston Tea Party in December, 1773, were East Indiamen; and the citizens of Boston who, disguised as Indians, threw overboard the chests of tea in the harbour, hauled down and carried away the flags of the ships in triumph, as did the men of New York.

With that began the war and the making of many flags. Massachusetts had its tree; New York its black beaver on a white field; South Carolina its handsome silver crescent on blue, designed by Moultrie, which was soon afterwards replaced by the very unpleasant yellow with a rattlesnake on it; Rhode Island, best of all, had the white bearing the blue anchor of hope; there is no

need to give them all, but they were so various, and so disfigured with mottoes, that none would, or could without jealousy, be adopted as a national flag. A national flag was wanted ; what was it to be ?

On December 13th, 1775, there was a dinner party at which were present Washington and Benjamin Franklin and some other leaders of the colonists. The talk turned on this question, and the conversation continued until Franklin made a suggestion. Robert Allan Campbell, of Chicago, greatly daring it would seem, has given us the very speech he made : " While the field of your flag must be new in the details of its design, it need not be entirely new in its elements. It is fortunate for us that there is already in use a flag with which the English Government is familiar, and which it has not only recognized, but also protected for more than half a century, the design of which can be readily modified, or rather extended, so as to most admirably suit our purpose. I refer to the flag of the East India Company, which is one with a field of alternate longitudinal red and white stripes and having the Cross of St. George for a union."

Now this is evidently not verbatim, for Franklin was an exact man, and he would have known that the East India Company had been in existence for more than three half-centuries, and that at the union of England and Scotland in 1707, the upper canton of the Company's flag was changed from the Cross of St. George to the union of the Crosses of St. George and St. Andrew. If he did not know this the facts went against him, for his proposal was received with enthusiasm, and at Cambridge, Massachusetts, on January 2nd, 1776, that is twenty days after the dinner, Washington hoisted the national flag.

" As Washington's eye," we read in Headley, " watched it undulating gracefully in the breeze, what thoughts must have filled his heart ! The symbol of liberty, it

was to move in front of his battalions to victory or defeat. In the fate of that flag was wrapped all that he hoped for or feared in life"—and so on. But the flag he had hoisted was one of the tea-ship flags, all up to date, not with the Cross of St. George, but with the Union that had come in in 1707. And that there may be no mistake about this the New York State Education Department in its Sixth Annual Report, 1910, on page 19, gives us a beautiful coloured picture of the flag, which is that of the East India Company in every thread of its bunting. "This," says the report, "was the first distinctive American flag indicating a union of the colonies. It consisted of thirteen alternate red and white stripes with the combined Crosses of St. George and St. Andrew in the canton. It was a peculiar flag, the thirteen stripes standing for the union of the colonies and their revolt against the mother country, and the combined crosses representing the allegiance to her which was yet partially acknowledged. It was variously designated as the Union Flag, the Grand Union Flag, and the Great Union Flag, and is now frequently referred to as the Cambridge Flag."

This was all right as a flag, but it undoubtedly had a drawback in the Union which had to be explained away; and many of the explanations did not harmonize; and, to say the least, it was rather a cool appropriation. No surprise will, therefore, be felt at some change being soon asked for. The stripes did very well, nothing could be better, but what was to replace the Union in the upper canton? The liberty tree? No; that was green on white and would not do. The flag owed nearly all its effect to the white and blue there; take away the red cross and you take away England but leave the white Cross of St. Andrew, which is that of another saint and quite as objectionable. What could

be found instead of a white cross to break up a blue background?

Why not have white stars instead of the cross? A substitution of star-worship for saint-worship, it is true, but that could be ignored or explained away, while scriptural allusions could be found in plenty in support of stars, as, for instance, Joseph's dream, one for each brother, and why not one for each colony? Strictly speaking the figures adopted are not stars, for in heraldry a star has wavy rays which are six or more in number, the object with the five points formed by straight lines being the mullet (*molette*, the wheel in a spur) as in the arms of Douglas—"and in the chief three mullets stood"—as they did in the chief of those of Washington where the three red mullets are not stars but rowels red with the horse's blood; but in ordinary parlance the term will pass, the notable thing being that at their first appearance in the flag they had six points as in the later coinage of Washington's presidency, and, as some of the flags came out with five and some with eight, an order was issued fixing the number of points at five.

On August 14th, 1777, Congress resolved "that the flag of the United States be thirteen stripes, alternately red and white, and that the union be thirteen stars, white in a blue field, representing a new constellation." This meant that at first they were arranged in a ring like a round robin, "so that one should have no precedence over the other," but this pattern did not please and soon made way for one in which they were placed in three straight rows of four and five and four, giving room for them to be of larger size.

The thirteen States were New Hampshire, Massachusetts, Rhode Island, Connecticut, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, New York, New Jersey and Pennsylvania. Vermont

joined in 1791 and Kentucky (which was part of Virginia formed into a separate state, just as Tennessee was afterwards formed out of North Carolina) in 1792. Here were, therefore, fifteen States and not thirteen, and to meet the new conditions Congress on January 15th, 1794, enacted that "from and after the 1st day of May, 1795, the flag of the United States be fifteen stripes and the union be fifteen stars." Of these fifteen stars we have an example in the flag of the Chesapeake captured on June 1st, 1813, now in the United Service Museum, the stars being arranged in five rows of three each, those of the second and fourth rows being below the intervals between the others.

There was little difficulty in dealing with an increase among the stars, though every additional star weakened the artistic effect, but by 1818, when five other States had been brought in, and the future had others in store, it became evident that the original idea of a stripe for each State would simply ruin the appearance of the flag by making it look like a piece of shirting; and on April 4th of that year Congress enacted that the stripes should be reduced permanently to the old East India number of thirteen, and that the union should then have twenty stars, and that a star should be added for each new State admitted. The new flag was first flown on the House of Representatives on April 13th, 1818, and, incredible as it may seem, the authorities had actually arranged the twenty stars in the form of a large five-pointed star like a design in oil lamps for an illumination, producing an effect so wanting in dignity that, like the round robin of the first flag, it had to be speedily abandoned and the stars placed in rows.

That is the plan of the Stars and Stripes, the new star being added on the 4th of July after the entry

of a State into the Union. The result is the crowded look of the canton in which some modification will probably be made in the future, though it will not be a popular move to stop the spangling of the banner.

No flag has received more attention from the orator and romancer, the meanings read into it far exceeding those read into any biblical text; and many verse-writers have been busy, but producing nothing worthy of their theme; even "The Star-Spangled Banner," sung to its original tune, a piece of music—"Anacreon in Heaven"—composed for the flute, is anything but a masterpiece. A quotation is, however, inevitable, and this will suffice—

"When Freedom from her mountain height
Unfurled her standard to the air,
She tore the azure robe of Night
And set the stars of glory there.
She mingled with its gorgeous dyes
The milky baldric of the skies,
And striped its pure celestial white
With streakings of the morning light:
Then from his mansion in the sun
She called her eagle-bearer down
And gave into his mighty hand
The symbol of her chosen land."

Another poet, or rather poetess, better acquainted perhaps with its history, has written with more of the true ring—

"Flag of the fearless-hearted,
Flag of the broken chain,
Flag in a day-dawn started
Never to pale or wane,
Dearly we prize its colours
With the heaven light breaking through,
The clustered stars and the steadfast bars,
The red, the white, and the blue."

At Colram, on Catamount Hill, in Massachusetts there stands what looks like a tombstone on which is inscribed: "The first U.S. Flag raised over a Public School was floated in May, 1812, from a log school house which stood on this spot." The United States Government does all it can to ensure respect for its flag among its own people at the very outset, and there is now a flag at every school house; and what are known as flag lessons are given and flag games played. Instructions are even issued by the different State authorities in making the flag, from which it appears that the favourite size is 9ft. 9in. by 6ft. 6in., the union being 3ft. 9in. by 3ft. 6in., the stripes being 6 in. wide; the five-pointed stars are made in 4-in. circles, being the points of a pentagon described within the circle, for the drawing of which are the geometrical directions. The stars, it may be noted, are not let into the flag, but are sewn on to the blue, back to back, so that the fabric where they are placed is three layers thick; and the school flag has no toggle, but two holes with brass-rimmed grommets for the halliards.

In the army every regiment has its pair of colours, one with the eagle and the coat of arms, blue for infantry, red for artillery and yellow for cavalry, and a national flag—about 5ft. 6in. by 4ft. 4in. in the foot regiments, and 4ft. by 3ft. in the mounted ones—on the stripes of which is placed the honour-roll as on the British regimental colour. In the militia regiments, which also carry a pair, the president's colour, as we should call it, is replaced by that of their State.

In their eagle the fathers of the Republic made an unfortunate choice. They wanted something classical, and this hankering after the Romans led them to call their second chamber a Senate and made them ask for an eagle; but the Roman eagle was a golden eagle,

and not until the nineteenth century was a golden eagle shot in America, when, as usual, the American naturalists endeavoured to claim it as a distinct species. Had it been shot in 1775 or thereabouts the republicans would have been saved the absurdity of their unworthy emblem, for they took the only eagle they saw without inquiring into its character. The two birds may be distinguished at a glance: the golden eagle is feathered down to the toes, while the sea eagle's legs are feathered only half-way down; in short, so to say, one wears trousers and the other wears knickerbockers. Of the eagle selected, it will be well to let an American authority speak, and there is none better than Elliott Coues, in whose *Key to North American Birds* is the following description:—"*Bald Eagle*, Tarsus naked. Dark brown; head and tail white after the third year; before this, these parts like the rest of the plumage. About the size of the last species (the Golden Eagle). Immature birds average larger than the adults; the famous Bird of Washington is a case in point. North America, common; piscivorous; a piratical parasite of the osprey; otherwise notorious as the emblem of the Republic. Haliaëtus leucocephalus."

This eagle has always been associated with the presidential flag, for, as mentioned earlier, the United States have had two flags ever since they had a president. In addition to these two are the flags of the several States which are oftener seen than our county flags — to compare great things with small — but are used in much the same way, public buildings flying the national and state flags, each on a staff of the same height, during the sessions of the legislature and on other public occasions.

Some of these flags we have referred to, the others are not unlike the badges of the British colonies, being

very varied in heraldic merit. We will content ourselves with that of New York State as an example; and, that there may be no mistake, we will reprint its "official blazon."

"Charge. Azure, in a landscape, the sun in fess, rising in splendor or, behind a range of three mountains, the middle one the highest; in base a ship and sloop under sail, passing and about to meet on a river, bordered below by a grassy shore fringed with shrubs, all proper.

"Crest. On a wreath azure and or, an American eagle proper, rising to the dexter from a two-thirds of a globe terrestrial, showing the north Atlantic ocean with outlines of its shores.

"Supporters. On a quasi compartment formed by the extension of the scroll.

"Dexter. The figure of Liberty proper, her hair disheveled and decorated with pearls, vested azure, sandaled gules, about the waist a cincture or fringed gules, a mantle of the last depending from the shoulders behind to the feet, in the dexter hand a staff ensigned with a Phrygian cap or, the sinister arm embowed, the hand supporting the shield at the dexter chief point, a royal crown by her sinister foot dejected.

"Sinister. The figure of Justice proper, her hair disheveled and decorated with pearls, vested or, about the waist a cincture azure, fringed gules, sandaled and mantled as Liberty, bound about the eyes with a fillet proper, in the dexter hand a straight sword hilted or, erect, resting on the sinister chief point of the shield, the sinister arm embowed, holding before her, her scales proper.

"Motto. On a scroll below the shield argent, in sable, Excelsior.

"State flag. The State flag is hereby declared to be

blue, charged with the arms of the state in the colors as described in the blazon of this section."

In 1860, when the eleven southern States seceded from the Union, they proclaimed the resumption of their independence under their own flags and then formed the Confederation; and when it became necessary, as it almost immediately did, to adopt one flag for the Confederate States, a special committee was appointed to consider the matter. On presenting their report, the chairman of this committee said: "A flag should be simple, readily made, and capable of being made up in bunting; it should be different from the flag of any other country, place or people: it should be significant: it should be readily distinguishable at a distance: the colours should be well contrasted and durable: and lastly, and not the least important point, it should be effective and handsome. The committee humbly think that the flag which they submit combines these requirements. It is very easy to make; it is entirely different from any other national flag. The three colours of which it is composed —red, white, and blue—are the true republican colours; they are emblematic of the three great virtues—valour, purity, and truth. Naval men assure us that it can be recognized at a great distance. The colours contrast admirably, and are lasting. In effect and appearance it must speak for itself."

This was not quite so original as the speech might lead us to expect, for it was the Stars and Bars, red, white, red, horizontal, with a large blue canton on which there was a circle of white stars. But the round robin arrangement adopted in the old idea of all States alike, as if they each had a particular star, failed again; and the battle flag known as the Southern Cross appeared, this Southern Cross being no copy of the constellation, but a blue St. Andrew edged with white on a red field with stars along

the arms. The difficulty with this flag was to arrange the eleven stars in a satisfactory way, and in the most successful version this was evaded by boldly inserting thirteen in the hope that two other States would come along. Another objection was raised that—like the Cross of St. George—it could not be used as a signal of distress as there was no upside or downside to it, and to satisfy the pessimistic gentlemen who were looking so far ahead it was used as the union in a white flag which was decried as being too much like a flag of truce: and before any other pattern could be generally accepted the cause collapsed, after that heroic struggle in which North and South together lost over 600,000 killed.

In the capital at Albany are kept the battle flags of the New York regiments. They are not hung or draped, but—like the banner of Mohammed, which is wrapped in four coverings of green taffeta and enclosed in a case of green cloth—are carefully preserved in locked and sealed cases with glass fronts as nearly air-tight as practicable, each flag in its own case with a card attached giving the name and engagements of the regiment. This is better than letting them waste away till only the bare poles remain, but as a display it would not evoke another stanza like that of Moses Owen's—

"Nothing but flags—but simply flags
Tattered and torn and hanging in rags;
Some walk by them with careless tread,
Nor think of the hosts of patriot dead
That have marched beneath them in days gone by
With a burning cheek and a kindling eye,
And have bathed their folds with their life's young tide,
And, dying, blessed them, and, blessing, died,"

—which is in the best flag poem that America has produced.

The American jack is the union. The Secretary of

the Navy has a blue flag with a white star in each corner and a foul anchor in the centre. An admiral has four white stars on blue as if at the ends of an upright cross; a vice-admiral has three stars in the form of a triangle apex upwards; a rear-admiral has two, one above the other, in the middle of the blue flag. The Revenue Cutter Service flag has red and white bars vertical, sixteen of them, with a red one at the hoist; in the fly is a black anchor badge with the date, 1790, and in the canton is a black eagle beneath a curve of thirteen black stars.

The naval militia flags are known by the yellow in them, the distinguishing flag being blue with a yellow diamond on which is a blue anchor, the commodore's pennant being blue over yellow with a white star in the blue. The signal flags have already been referred to, a familiar one not mentioned being the church pennant which is white with a blue cross. The consular flag is blue with a white C in a circle of thirteen stars. The naval convoy flag is a white triangle edged with red. The army flags are red; the rank of general does not exist, but lieutenant-generals have three white stars in a row, major-generals two, and brigadiers one. The garrison flag, the largest flown, measures 36ft. by 20 ft., and in it the union occupies a third of the length and reaches to the fourth red stripe from the top.

Among the yacht clubs the most noteworthy burgees are those of the New York, blue with a red cross and central white star; the Eastern, blue with a red diagonal stripe and central white star; the Atlantic, white, edged with red, the red edges united by a red chevron vertical; the Knickerbocker, red with a white cross and central white star; and the San Francisco, with two red triangles in the hoist, a white one between, and blue in the fly, the blue bearing a central white star and the white a red

star. There are many other club flags of many kinds, more perhaps than with us, and other flags which must here go unmentioned.

Columbus on his first voyage made his first landing on Guanahani, afterwards called Watling Island and now bearing the name he gave it, San Salvador; the flag he hoisted, the F and Y, having given place to the British with the ship-badge of the Bahamas. Thence he went on to Cuba which, after many changes, is now under a blue, white, blue, white, blue, striped flag with a red triangle based on the hoist containing a large white star, the stripes being horizontal and the colour of the three being a pale blue.

From the eastern point of Cuba he returned west to what he named Hispaniola—that is Little Spain—but the natives called Hayti, the name now borne by the western part of the island, while the eastern, and larger, part is the Dominican Republic. Hayti fell under the domination of the French buccaneers and was ceded to France by the treaty of Ryswick in 1697, the real beginning of the break-up of Spanish America. Then it was that the lilies replaced the gold and scarlet bars, and there they remained until the French Revolution brought about a conflict between them and the tricolour that eventually ended in the disappearance of both, the rise of a negro republic, and the hoisting of the present flag of blue over red.

The Dominican Republic has a very handsome flag, red and blue quarterly divided by a broad white cross. In both cases the ensign consists of the mercantile flag with a badge: and the contrast is amusing. That of Hayti is a terribly warlike affair with a couple of field cannon pointing right and left, a drum in front of a palm tree having upright fixed bayonets at equal intervals, three on one side and three on the other; while that of

the Dominicans has evidently been taken from the price list of a monumental mason and consists of the familiar open Bible at the foot of the usual cemetery cross, both almost lost amid red on red, and blue on blue, and white on white of the draped flags and shield.

Mexico has had many flags, home and foreign, but the green, white and red tricolour it flies now was simply taken from the Italians because it looked pretty, and the meaning for it found afterwards. Italy protested unavailingly; but as Mexico declined to change, she placed the shield of Savoy without the crown in the white stripe of the Italian merchant flag, the shield with a crown having already been used in the ensign; and to this the Mexicans replied by placing on their warship flag the eagle and snake, the eagle standing on a prickly pear. Thus the Mexican merchant flag is the Italian flag without the Savoy shield.

The Spanish dominion ended in Mexico with the surrender of the capital by O'Donoju which is the Spanish way of rendering the pronunciation of O'Donohue —and the same year Guatemala obtained its freedom as shown by the scroll on its badge, "Libertad, 15 de Setiembre, 1821," the scroll being in front of crossed swords and rifles and surmounted, not by a parrot as often stated, but by a quezal. The quezal (*Paromaerus mocinno*) is a trogon and one of the most beautiful of birds, and its plumage never fades in life or death. There is a stuffed example in the Natural History Museum which has been exposed to the light since some twenty years after the declaration of Guatemalan independence, and it is almost as brilliant as when first mounted, the deep, rich red of the breast still showing up boldly against the bright metallic green extending down to the tips of the upper tail coverts which are more than three times as long as the body. The ensign was red and blue horizontal,

over white, with yellow and blue below ; then it appeared with six stripes, blue, white, red, yellow, red, white, blue ; now it is pale blue, white, pale blue, vertical, with the badge in the middle stripe ; the merchant flag being without the badge.

Guatemala when it hauled down the Spanish flag was much larger than now, Honduras, Salvador, Nicaragua and Costa Rica having split off from it in 1839. Honduras—not British Honduras, which dates from 1638—has dark blue, white, dark blue, horizontal, the merchant flag with five yellow stars on the white arranged 2, 1, 2 ; but the ensign has the stars on the lower blue stripe, and on the white an elaborate badge, a landscape with cottages and trees and two cornucopias pouring a wealth of flowers over an oval label inscribed " Repca de Honduras libre soberana independiente," and the date as on the badge of Guatemala.

Salvador flies alternate white and dark blue stripes, six blue and five white, horizontal, with a red canton in which are fourteen white stars, arranged 5, 4, 5, directly over each other, the middle row having one missing, fled like a lost Pleiad from the hoist. This is the merchant flag, but the ensign has a badge in the canton in which a volcano (Izalco) is in eruption by a woolly sea with the sun like the section of an orange rising into an ellipse of twelve silver stars ; and again the 1821 date, and also the cornucopias ; but this time they are on the top of the shield and are pouring forth fruits and not flowers.

Nicaragua hoists the pale blue, white, pale blue, horizontal, never with the white plain but with a blue anchor in the merchant flag, and in the ensign the national badge of a wreath enclosing a triangle and crossed cannons backed by flags and weapons old and new, the triangle bearing five volcanoes in a lake or out at sea with a liberty cap on the middle one and the sun behind the

American Flags—Central America.

PLATE XXVI.

American Flags—Central America.

1. Honduras.
2. Hayti.
3. Salvador.
4. Costa Rica.
5. Cuba.
6. Mexico.
7. Panama.
8. Dominican Republic.
9. Colombia.
10. Nicaragua.
11. Guatemala.
12. Guatemala, 1851.

first and second, a rainbow filling in the sky at the upper angle; the only lettering on it being "Republica de Nicaragua." Costa Rica is known by its five horizontal stripes, of which the middle one is red and double the width of the others, which are blue over white above it and white over blue below it. This is the merchant flag and a good one, but the ensign has one of the wonderful American badges, this being five stars above three volcanoes in a row in the sea, with a vessel behind and a vessel in front, and the sun half-way up over the horizon, his eyes evidently peeping in surprise at what he has never seen before. Panama has but one flag and that simple and commendable, white and red over blue and white, quarterly, with a blue star in the first quarter and a red star in the fourth.

South America begins with Colombia, formerly New Granada. Its flag has the upper half yellow, the lower half being equally divided into blue over red; and the blue, it should be noted, is dark blue. In the merchant flag there is a white star on a blue field within a red oval frame in the centre, half in the yellow, half in the blue; in the ensign this is replaced by an oval badge of an eagle hauling up a laurel rope from behind a shield on which the most prominent object is a red liberty cap on a fess above two ships, apparently in different oceans with a lake between, and the land sloping to almost nothing as if to intimate that it would not take much to cut a canal, which probably refers to the old Darien days.

The flag of Venezuela is also yellow, blue, red, horizontal, but the stripes are of equal width, and in the centre of the blue are seven stars in a circle, the ensign being distinguished from the merchant flag by the badge in the hoist which is instantly known by the white galloping horse on the blue field, above it being a yellow field

with a sheaf of corn in one quarter and a red field with two draped flags and two sword hilts in the other. The Ecuador flag is much the same as that of Venezuela, but the blue stripe is pale and not dark, and there is no badge on the merchant flag. The warship flag bears the national badge of the condor of the Andes rising over an oval within which are a snow-capped mountain, a steamer in the sea at its foot, and the sun in the zodiac in the sky. Ecuador's admirals are distinguished by stars in the United States fashion, the flag being pale blue; the fleet is not numerous.

Peru in its long history has had troublous times and many flags, the latest being the red, white, red, vertical, for its ensign, which, with a badge in the white, is the presidential standard. These are both double as long as they are wide, but the merchant flag is worth notice as being the ensign in a square form; and square flags are now uncommon. The badge is a shield above a sprig of palm and a sprig of bay; and over the shield is an oval laurel wreath. The shield bears a guanaco and a tree over a horizontal cornucopia, but the laurel wreath is the distinguishing feature. The jack is a square flag with a square white centre which may be described as a red peter; and the admirals hoist a square national flag with yellow suns on the white, a vice-admiral having two suns.

Bolivia was formerly Upper Peru and took its name from Bolivar in 1825. Like Peru, it has had a troubled history, and it is now without a coast-line of its own. There is no mistaking its badge at close quarters, for it bears the country's name on a gold oval with nine gold stars on a blue scroll round the base. Here, again, is a landscape with a golden sun shining over a conical mountain, a tree, a cornsheaf, and a guanaco; peeping from behind the oval are crossed cannons below and four

bayonets above with a liberty cap and a lictor's fasces, and over these is a condor alighting; as a background are three draped national flags on each side, remarkable for the fact that each flag is on a pike above, making six pikes, while only four pikes appear below. This mystery of the missing pikes distinguishes Bolivia, the ensign of which is red, yellow, green, horizontal, with the badge in the yellow.

Chile is fortunate in its handsome flag, white over red with a blue canton bearing a white five-pointed star distinctive at a glance in any crowd of bunting. The badge on the president's flag has the white star on a field of blue and red, the red being lost on the red of the flag. The shield is surmounted by what may be mistaken for the Prince of Wales's plume in red, white and blue, but the feathers are not those of the ostrich but of the rhea, the representative of the flightless birds in South America. The badge does not improve the flag. The ministers of state have a blue flag with a red cross that is edged with white, a star being in the upper canton; the minister of marine hoists plain blue on which is a white horizontal anchor; the director-general of the navy has the blue with a star in each corner, and the vice-admirals and rear-admirals have stars exactly like those of the United States, the flags being longer. The jack is the white star on a blue field. The generals and governors are distinguished by a red flag with a white cross, the upper canton being blue and having the star; and the consular flag is of the same design, but in shape like a yacht's burgee. Chile was under the Spanish flag until 1810, when it gained its independence under Bernardo O'Higgins, the son of one of the viceroys of Peru.

The Argentine Republic, taking its name as a synonym from the silver river, that is the Plate (La Plata), began its struggle for independence at the same time as Chile.

It is the land of the light blue; in fact Chile and the Argentine may be described in a flag sense as the Oxford and Cambridge of South America. The ensign is blue, white, blue, horizontal, with a golden sun in the centre of the white; and the jack is a pale blue peter with the sun in the middle. In the badge the wreath, unlike all other wreaths, is continued across the sun's face; beneath the sun being an oval in which two clasped hands hold a stick on which is a flag of liberty. The minister of the navy has the sun in front of an upright anchor within a white frame, and the flag of a full admiral is blue with three white stars diagonally, the other admirals having blue and white vertical with one or two stars; in fact, like those of Portugal, the only difference being that in the two-star flag that of the vice-admiral—one star is immediately under the other.

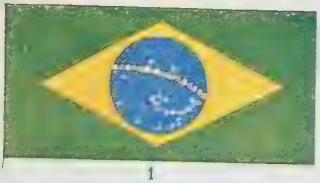
Uruguay, the old Banda Oriental, was Spanish and Portuguese by turns and broke off from Brazil in 1828. Its flag is striped blue and white, the blue being intermediate in tint between the blues of Chile and the Argentine. There are nine stripes, of which five are white, and in a white canton is a yellow sun with its rays trimmed into the shape of a garter star. When this flag is flown at the main it is the president's, when flown at the fore it distinguishes the ministers and secretaries of state, when at the peak it is the national flag; and when the vessel does not happen to be of suitable rig to afford these positions, the president and ministers are all under the national flag hoisted on the ensign-staff in the stern. The jack is practically the Russian ensign with a sun in the centre.

Paraguay—the land of Dr. Francia—is an inland state which has annexed the Dutch flag without permission, and pleads that it really does not matter as the country is so many miles from the sea that its ensign

PLATE XXVII.

American Flags—South America

1. Brazil, Ensign.
2. Brazil, Admiral's Flag.
3. Chile, Ensign.
4. Chile, Jack.
5. Argentina, Ensign.
6. Argentina, Jack.
7. Peru.
8. Bolivia.
9. Uruguay.
10. Paraguay.
11. Venezuela.



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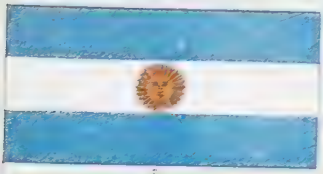

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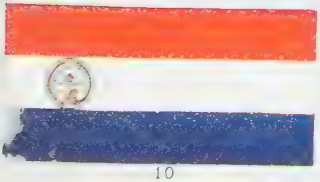

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is seldom seen upon it, and that to avoid mistakes it has placed a badge in the centre of the white stripe that is not like that of the Netherlands; and, moreover, to make assurance doubly sure, it has placed another badge on the back of that. No other flag has this peculiar arrangement. The badges on the ensign are oval; that on the front of the flag is a laurel wreath with a star at the top, the wreath enclosing a lion cleverly balancing on his back an upright stick on which is a liberty cap to keep it steady, while Paz y Justicia is lettered around him. This is sewn on to the flag; and sewn on the other side of the flag, so as to make three thicknesses, is an oval of the same size bearing a laurel wreath within which is a yellow star. Republica del Paraguay appearing outside the wreath, but within the white oval. The merchant flag instead of this very sensible badge sports the performing lion doing a second turn with the stick and a ball in place of the cap; and to give more space for both legends the device is circular. Where the lion came from is a subject of contention; as it is the only one adrift in South America it has been suggested that it escaped from a menagerie, and hence the balancing trick. As a further means of distinguishing the Paraguayan flag from the Dutch, the circular badge is placed near the staff.

Brazil may be looked upon as Portuguese South America. The Spanish flag was, it is true, hoisted by Pinzon at Cape St. Augustine in January, 1500, but Cabral had the Portuguese up at Porto Seguro in the following April, and his Terra da Vera Cruz, then so named, was the real beginning of Brazil. The Spanish flags were the red stripes on the gold in the old form; the Portuguese were the white shield with the five blue shields bordered with red and the castles thereon and the five black balls on blue also bordered with red. Then

Portugal was captured by Spain, and the Spanish flag went up; and the Dutch arrived at Bahia and hoisted their tricolour, which at different places on the coast remained for twenty years until Portugal, emancipated from Spain, resumed possession of her American colonies. These in 1808 became the refuge of the Portuguese king, whose eldest son threw off the parental yoke in 1822; and they became an empire with a flag of its own, which in 1889 was replaced by that of the republic. In the imperial days the flag was green with a yellow diamond as now and a shield flanked with sprigs of coffee and tobacco. Crown, shield and sprigs have gone, and in their place is a blue celestial globe, once an armillary sphere, with a white equator on which is written "Ordem e progresso," the globe sprinkled with stars in a free and easy rendering of a constellation.

The Brazilian badge is the Southern Cross, yet again, in the centre of a red-edged five-pointed star of yellow and green; the cross, on blue, begirt by twenty stars in its complete form as borne by the president in his standard which is green, and besides the badge displays the date "15 de Novembro de 1889." The minister of marine's flag is pale blue divided into quarters by a cross of twenty-one stars, five in each arm and one in the centre, and with a simple version of the badge in the upper canton; and the admiralty flag is similar but bolder with crossed white anchors in the quarter below the badge. In the admiral's flag the badge is in black and white with a star right and left below it; in the vice-admiral's the badge is replaced by a star, and the rear-admiral's has only two stars in the upper canton.

The capital is Rio Janeiro, the scene of a little known enterprise of colonization. There, upon the island of Villegagnon, the Huguenots founded a settlement in 1555 which the Portuguese destroyed in 1567, when Rio

is generally said to have been founded. But surely these early settlers should not be forgotten, as it was their example that led to the voyage of the Pilgrim Fathers. They left their country for conscience' sake to find a home in the New World, and they hoisted the white flag of the French protestants at Rio sixty-five years before the men of the Mayflower hoisted their St. George at Plymouth Rock.

CHAPTER IX

FLAGS OF AFRICA AND ASIA

LIBERIA is a republic with which few but Liberians are pleased. It was the first colony of the United States, and an interesting experiment in the colonization of Africa by Africans, being a selection of freed slaves planted there by the American Colonising Society in 1821 in the hope that by their example the natives would be impressed and improved; but unfortunately the varnish of civilization was too thin and the impression was made not on the natives but on the colonists who found the local influences too strong. The flag frankly declares its origin, but it has eleven red and white stripes instead of thirteen, and its upper canton, instead of being spangled with stars, is the same as that of Chile, blue with one white star. In 1847 it became an independent republic, that is to say the Americans had had enough of it and left it to itself, and in 1857 it absorbed the African Maryland, which had also been started as a colony in 1821 and became a republic in a similar way in 1854, so that the Maryland flag was only visible for three years.

Northern Africa, from Egypt to Morocco, was under Turkish influence for so long that its flags are almost all more or less Turkish in character, the crescent with or without the star, but never a star without a crescent, being flown indiscriminately all along with an occasional

short-lived variant in red and green, among them being the red khedivial standard, now the flag of Egypt, with crescent and star repeated three times.

Tunis is known by a wonderful standard of yellow and red stripes, horizontal, thirteen in all, a broad green one in the middle with six in a group over it and six under it, the upper stripes being yellow and red and the lower lot red and yellow. These are not plain stripes, for every yellow one has five black and red crescents and four red mullets alternately, and every red one has four green crescents and five white mullets, all the mullets having the central perforation which marks them definitely as rowels and not stars; this being the sultan's flag, the ensign being a red crescent and star within a white circle. Tunis is now under the French tricolour just as Tripoli is under the Italian, and the Congo under the Belgian, though its pale blue flag with the golden star is still to be seen.

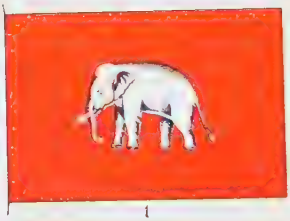
The best known flag on the coast used to be that of Morocco, the red with the white scissors, which so-called scissors were crossed yataghans; but what is left of independent Morocco is now, like most of independent Africa, under the plain red flag, though other plain colours are used all over the dark continent, including black by the Dervishes, of which there are examples in the Banner of the Devil and the Omdurman banner of the Khalifa in the United Service Museum, where are also to be seen the umbrellas of Koffee and Prempeh which did duty as royal standards in Ashanti.

When the Orange River Colony was independent its flag was three horizontal orange stripes with two white ones between and a Dutch tricolour in the upper canton, the Free Staters thereby being more fortunate than the Boers of the Transvaal who, after much deliberation, chose as their national flag a Scottish St. Andrew with

St. Patrick over it, thus forecasting their country's destiny when St. George was to be placed on top to cause a counterchange and complete the picture. As on the west coast, so on the east, the flags are all European except when they are plain red, and this plain red is with us all the way up to Akaba where Egypt—and Africa—end, and we are again in the land of the crescent.

The crescent is more a symbol of Constantinople than of the Turks, and it dates from the days of Philip of Macedon, the father of Alexander the Great. When so the legend runs, that enterprising monarch besieged Byzantium in 339 B.C. he met with repulse after repulse and tried as a last resource to undermine the walls; but the crescent moon shone out so gloriously that the attempt was discovered and the city saved. And thereupon the Byzantines adopted the crescent as their badge, and Diana, whose emblem it was, as their patroness. When the Roman emperors came, the crescent was not displaced, and it continued to be the city badge under the Christian emperors. In 1453, when Mohammed the Second took Constantinople, it was still to the fore, and being in want of something to vary the monotony of the plain red flag under which he had led his men to victory, he, with great discrimination, availed himself of the old Byzantine badge, explaining that it meant Constantinople on a field of blood. That is story number one; but there is another.

The Sultan Othman, the founder of the Ottoman dynasty, a hundred and fifty years before the city fell, had a dream in which he saw a crescent moon growing larger and larger until it reached from the furthest east to the furthest west. This led him to adopt the symbol which had been that of the Janissaries for at least half a century previously and also designated Constantinople. Whichever story we accept and we can do that with both of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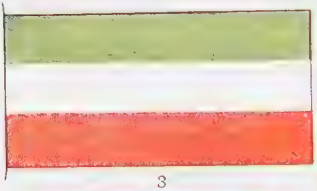
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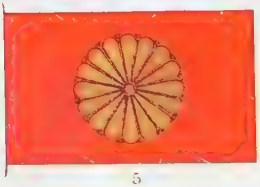
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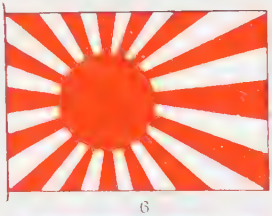
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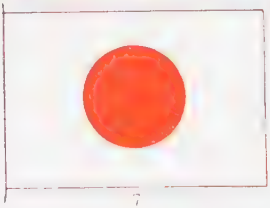
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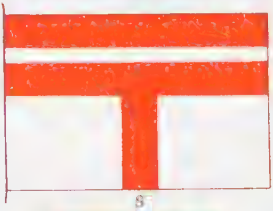
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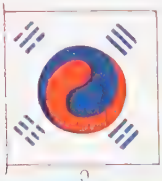
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Pl. XXVIII. FF. 213.

Flags of Africa and Asia.

PLATE XXVIII.

Flags of Africa and Asia.

1. Siam.
2. Liberia.
3. Persia.
4. China.
5. Japan, Standard.
6. Japan, Ensign.
7. Japan, Jack.
8. Japan, Mail.
9. Korea.
10. Congo.
11. Egypt.
12. Turkey.

them if we please—it is clear enough where the crescent came from. Even now in Moscow and other Russian cities the crescent and the cross may be seen combined on the churches denoting the Byzantine origin of the Eastern rite.

Where the star came from is not so clear. A star within a crescent was a badge of Richard I more than two hundred and fifty years before Constantinople fell, which implies that the crescent was adopted by the Saracens if, as we are told, the device was emblematic of the crusades and the star stood for the star of Bethlehem. In his badge Richard placed the crescent on its back and the star above it; but when Mohammedanism became triumphant the Turks took the star and placed it with the upright crescent where the dark area of the moon should be, from which on some flags it has emerged. Others tell us it is the star of piercing brightness, the morning star, Al Tarek, the star which appeareth by the night of the eighty-sixth chapter of the Korân, but why or wherefore is not stated, and no date is given in either case.

The personal flag of the sultan, that is the royal standard, displays the tughra consisting of the sultan's name, the title khan, and the epithet "El muzaffar daima," that is the ever victorious. When Murad, otherwise Amurath, who ascended the throne in 1362, entered into a treaty of peace with the Ragusans, he was not sufficiently scholarly to write his name, so he dipped his open hand in what must have been a somewhat capacious inkpot and pressed it on the document, the first, second and third fingers making smears in fairly close proximity, while the thumb and little finger were apart on either side. This early specimen of smudgeography was large enough, owing to his taking about tens in gloves, to afford room for additions, and indeed would look better with

some of the spaces filled up; and so the Ottoman scribes wrote within them the name of Murad, his title, and the phrase that bore testimony to his victorious career. Of this remarkable performance, the tughra remained the symbol, the three upright forms being the sultan's three fingers, firm and square in the tips, the curves to the left his very large thumb, and the double line to the left his almost dislocated little finger. These leading forms never varied on the standard, but owing to the name of the reigning sultan being always written in as in the original, the pattern of the tughra changed in its details with every reign. To get rid of the straggling effect of the device an oval halo was put round it, the rays of which extend so as to form a sort of flat octagonal star, which, without the tughra, but with the crescent and star, became the device on the warship flag. The tughra must not be confounded with the tug, which is a matter of horsetails—one, two or three—attached to the end of a gilt lance, beys having one tail carried before them and pashas three, whence the pasha of three tails, and Marryat's *Pacha of many Tales*.

Persia had many flags after Kawah's blacksmith's apron until it arrived at its tricolour of green, white, pink, horizontal. In its pale blue standard the tricolour occupies the upper canton, the badge being in the centre on a white circle. This badge is a lion holding a sword with the sun peeping over the lion's back, the usual wreath figuring below and the shah's crown above. The badge is also placed on the white of the ensign without a circle, the crown being on the green and the base of the wreath on the pink. The merchant flag is without a badge; it has been described as a delicate symphony in colour, and that is about all it is, for there is no vigour in it.

From Persia we must voyage many miles round a coast

whence many flags have vanished including the peacock standard of Burma, of which we have heard so much in association with the white elephant ; but the real country of the white elephant is not Burma, but Siam. Siam has many flags, most of them bearing the national symbol of the three-headed elephant. In the royal standard, blue with a broad red border, this appears beneath a pagoda on a shield which has crossed swords and a white elephant in the base. The standard of the king is rectangular ; that of the queen is cut in the fly ; that of the crown prince has no red border. The governors of provinces display a white elephant fully caparisoned on a red ground with a white circle in the upper corner in which are represented the seals of their office and their names are written, of course, in the native character, so that they do not look out of place ; while the flag of the diplomatists has the shield and pagoda, and that of the consuls has the shield alone. The warship flag is red with the caparisoned elephant, and the jack is blue with a similar badge in which the golden housings are green and not gold. In the commodore's broad pennant they are blue, and the flag is a blue swallow-tail ; and the senior officer's pennant is like a yacht's burgee, blue in the hoist and white in the fly with a circular disc on the blue resembling one of the fiery patterns of a pin wheel. The merchant flag is the plain white elephant on red.

The legend of the white elephant is that before Xacca, the founder of the nation, was born, his mother dreamt that she brought forth a white elephant, and the learned affirm that Xacca, after a metempsychosis of eighty thousand changes, concluded his very varied experiences as this white elephant, and thence was received into the company of the gods. The white elephant thus stands in the same relation to Siam as a patron saint.

China has had many flags and been credited with many more that are imaginary or ascribed to it in error, for instance, the house flag of the China Merchant Shipping Company. It is quite a land of banners and streamers and pennons and triangles, notched and scalloped in every pattern and of every proportion and many devices, hideous and quaint. The one dominant feature is the dragon, in whose queer attitudes there is at times evidently a meaning, as in the series before the revolt against the imperialists wherein the envoy's flag showed a dragon passing along the yellow field unconscious of a little red ball in the upper corner, the next view of his progress being given in the national flag in which the dragon had sighted the ball and was making a jump at it, and the next in the standard in which the dragon had caught the ball. Later on, however, the ensign became the standard, so that he could not catch it, but was left leaping at it in mid air.

China's colour is yellow, and the rank-marks on the flags—dragons, cranes, peacocks, lapdogs, leopards or whatnot—which answer to our coronets and stars, and do duty as badges, are all yellow, bordered in faint colours to outline them on the flag; but a few of the flags are blue with the standard in the upper canton, and one, that of the Chief of the Admiralty, is quarterly, yellow, red, white, blue with a red anchor on the white. In all these the dragon is intent on the scarlet ball, but in the other naval rank flags, those of the admirals and commodores, he has turned round suddenly and faces you from a background of stripes. These stripes are blue, white, yellow, red, in the lowest rank; then come five stripes, owing to the addition of a green one to the red; then they become six in number by the addition of a dark blue one to the green; and so effective were these horizontal stripes, one for each

province in the latest pattern, that the republican stripes replaced the dragon as the national flag.

Korea chose a flag quite of its own, the pa-kwa, which looks like a botanical diagram and has been used as a trade-mark, and is the symbol of any two opposite and yet relative elements in nature such as male and female, earth and sky, water and earth, both within the circle, and so curved and interlocked that they are equal in area though they do not seem to be so, for they are red and blue. This banner with the strange device on white is, or was, the merchant flag, which became the ensign by the addition of three short parallel blue lines in each corner, each of the four sets being alike and yet different owing to a break in the middle of some of the bars.

Japan has always been happy in its choice of flags, and as the Japanese captured Korea in the first century of our era their history is a long one; indeed it is said to begin in 660 B.C. The standard is the golden chrysanthemum of sixteen rays, that of the emperor being rectangular, that of the empress swallow-tailed, that of the crown prince with the flower in a white frame. Japan is the land of the rising sun, and the sun as a plain red ball on a white field is its jack and merchant flag; but with rays radiating from the ball it can be so treated as to give a wide variety, of which noteworthy advantage has been taken.

The flags of the naval officers show the sun with eight divergent rays, a vice-admiral's differing from an admiral's by a red border to the top, a rear-admiral's being red-edged top and bottom, and the commodore's an admiral's flag with a swallow-tail as usual. The ensign is white, like the rest, with the sun in the inner two-thirds of the flag putting forth sixteen rays to the edges of the flag, five to the top, five to the base, and three

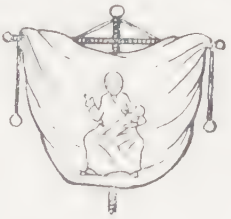
to each of the sides. The pennant bears the same device in the hoist. The commander of the torpedo flotilla has a red swallow-tail bearing a white ball with only four rays. The minister of marine has a red foul anchor with a red chrysanthemum instead of a ring, the flower having five notched petals, and behind the anchor are two treble chevrons vandyked across the flag. The duty flag has a similar vandyke device in white across a red flag. In the repair-ship flag the pair of zigzags is blue on a white field with a red border top and bottom; and the military transport flag is white with one blue zigzag more acute in its angles. The mail flag is white with a red border along the top and a bar of the same width a short distance below it from the middle of which a perpendicular is dropped to the lower edge. Taking these flags as a group, there is none more distinct or distinctive afloat.

CHAPTER X

EUROPEAN FLAGS

THE history of France begins with its flag, for France began with Clovis, that is Chlodwig—whence Ludwig and Louis—who dreamt the night before the battle of Tolbiac, in 496, that the golden toads in one of his standards had been changed to lilies. In 493 he had married a Christian wife, Clotilda, and during that battle he had vowed that if he conquered he would acknowledge her God; and the result was the rout of the Alemanni, and the baptism of Clovis on the following Christmas Day. Both he and his wife were buried in the church now known as that of St. Geneviève in Paris; and there in May, 1807, thirteen centuries afterwards, their remains were found, and the sarcophagi are still preserved, as well as his statue which was set up by King Robert the Wise before our William the Conqueror was born.

After his conversion, Clovis used the blue chape, that is cope, of St. Martin, which he believed had been the cause of his victory, St. Martin being the Apostle of the Gauls who retired from soldiering to become Bishop of Tours in 374, the saint whose helmet used to be carried by the French in their wars as an incitement to courage. His anniversary,



THE CHAPE OF ST. MARTIN.

July 4th, is still one of the four Cross Quarter Days, being known in legal and other circles as Martinmas. He was, of course, the St. Martin who, at the gate of Amiens, divided his cloak with the beggarman, and the remainder of that cloak, or its successor—for materials wore longer in those days than in ours—was the cope which, hung on a crossbar as a banner, became the standard under which Clovis defeated Alaric II at Vouglè near Poitiers.

The cope was originally in the keeping of the monks of the abbey of Marmoutiers, and remained in vogue for some time, but did not always bring victory; and after an interval in which many ensigns were tried, its place was taken by the oriflamme. This oriflamme was the sacred banner of the abbey of St. Denis, and had frequently been borne to victory in the struggles of the abbots with their powerful neighbours. The abbey owned the valley of Montmorency and the district known as the Vexin, which is simply a prolongation of that valley down the Seine. Prince Louis, afterwards King Louis the Fat, had been educated in the abbey, and when our William Rufus claimed the Vexin and invaded it, Louis, as its Count, marched against him and boldly took with him the abbot's banner. The effect was immediate, the enthusiasm was boundless, Rufus was swept away; and, to secure for the future such desirable results, the oriflamme became the principal flag of France, and kept its pre-eminence until the time of Charles the Well-beloved, when the English entered Paris and it mysteriously disappeared, as, to tell the truth, it had often done before.

Philip the Fair lost it, at Mons, in 1304, where the Flemings surprised him and carried it off. St. Louis lost it in the seventh crusade, when he was taken prisoner and the flag became the trophy of his captors. Philip of Valois lost it at Cressy, where, with every other flag, it fell into the possession of the English; and John lost it at

Poitiers, where the men of the Black Prince dragged it from beneath the corpse of the brave Geoffroy de Charny, the fiftieth of those "bearers of the oriflamme" to whom it had been entrusted as a sacred charge since the days of the driving of Rufus from the Vexin.

The original oriflamme seems to have been a large red banner mounted on a gilt staff with its loose end cut into three tongues resembling flames, between each of which was a green tassel, but it appears in many other forms, in some of which it is bordered and ornamented with various crosses, one or more, and sometimes annulets. It has even been recorded as square in shape:—"The celestial auriflamb so by the French admired, was but of one colour, a square redde banner"—which certainly seems to be an error. The last time that it was borne in battle was at Agincourt, on October 25th, 1415, when it undoubtedly failed to justify the confidence that was placed in it.

The banner of St. Denis, like that of St. Martin, was not as we have seen, the only flag carried by the French warriors. There were those golden toads, which Bonaparte afterwards said were golden bees, which Clovis dreamt were fleurs-de-lis and somebody after him made so, but who that somebody was no one seems to know. At the battle of Bouvines, when he beat the Emperor Otho and the troops of King John, the banner of Philip Augustus, waved as a signal during the critical hour, was that of the lilies on a blue field; and when St. Louis returned from his captivity without the oriflamme he hoisted the lilies on a white field.

The fleur-de-lis is probably the flower of the yellow iris, the yellow flag—so called from waving in the wind, according to the botany books—being the iris with the round stem, *Iris pseudacorus*; but some authors aver that it is a lance-head, which it may be, that is a lance-

head in the shape of an iris flower. In a miniature of Charles the Fat in a book of prayers of about 870 the royal sceptre ends in a fleur-de-lis; and the crown of Hugh Capet of 957 in St. Denis is formed of fleur-de-lis, as is that of his successors, Robert the Wise, in 996, and Henry I, 1031, and many others; and to make the matter more complicated the crown of Uffa, first king of the East Angles, 575, bears true fleurs-de-lis, as do many other crowns, from which it would seem that it was a symbol of royalty long before St. Louis took it for his badge when he started for the crusade, as he is reported to have done by those who assure us that it is really the fleur-de-louis, whence the flower-de-luce of many of our old writers, and in no sense derived from the Belgian river named Lys where it used to grow in profusion. Luce, however, means a pike of the fishy sort, and the humorist may have had a say somewhere; and some follow Littré, who, ignoring the iris, defined the figure as a heraldic device representing very imperfectly three flowers of the white lily joined together. Whatever it may be, it seems to have existed before Clovis, or he would not have seen it in a dream which we need not believe in, though the learned who wrote about the fleur-de-lis chose to do so. Let us, then, talk about the lilies and leave their derivation as a mystery.

During the Hundred Years War the white cross was used, and white was adopted as the national colour. "Follow my white plume," said Henry of Navarre, "and you will always find it on the road to victory"; and, from Louis the Just to the Revolution, white plumes, white scarves and white flags were characteristic of the French. The flags in the Artillery Museum at the Invalides, however, show that this did not apply to all the flags, for here we have a sky blue cavalry standard with the golden sun of Louis XIV; the red and yellow banner of Louis XII,

with whose wars in Italy the name of Bayard will ever be associated; and the red banner with the white cross borne by the French during their long struggle with the English invaders.

Banner of Joan of Arc.

Here also are an oriflamme of red with ornaments of gold, and another one red with fringes of green, and the white and gold banner of the Maid of Orleans with its madonna, angels and lilies, and the arms of France modern on the banner of Charles VII which floated in the van of the French attack by the side of that of Joan of Arc, and the famous old banner of the city of Paris with its white ship on a blood-red field. Among the others most noticeable are an infantry flag under Charles VII with its white cross on a lilied field of blue; the blue over white banner of Francis I in which every lily alternates with an F; the old blue banner of the Gardes Françaises in which the cross is sprinkled with lilies and has every bar ending in a crown; the red embattled diagonal cross on the white lilied field of the regiment of Burgundy; the white cross charged with escutcheons and lilies on a light brown field of the regiment of Navarre; and the glorious green with the white cross of the regiment of Champagne. Most of these flags are originals, a few are reproductions, the French having adopted the plan of making copies of their flags before they waste away.

When Louis XI, in 1479, organized the national infantry he gave them as their national ensign a scarlet flag with a white cross on it; and some two hundred years later the various provincial levies appeared beneath flags of various designs and colours, but all agreeing in having the white cross as the leading feature. In 1669, to diminish the confusion among the French flags, the Minister of Marine

issued an order that ensigns were to be blue, powdered with yellow lilies, and have a large white cross in the middle, but before the year was out came another order that the ensigns at the stern were in all cases to be white; and in each case the merchant ships were to be distinguished from warships by having in the upper canton the device of their province or town.

The lilies have always been held in esteem by the French, notwithstanding political changes. When Napoleon was at Auch, in Armagnac, he asked why many of the windows of the cathedral were partially covered with white paper, and he was told that it was because it was feared that he would be offended at the sight of certain ancient emblems there represented. "What!" he exclaimed, "the fleur-de-lis? Uncover them this moment. During eight centuries they guided the French to glory, as my eagles do now, and they must always be dear to France and held in reverence by her true children." This was not, however, quite the opinion of all the revolutionaries, nor of his nephew in 1852 when the edict was issued forbidding the lilies to be introduced in jewellery, tapestry, or in any other method of decoration, lest they should imperil the position of a sovereign whose enemies might use them for political purposes.

The tricolour which, except during the short interval of the Bourbon restoration, has been the flag of France ever since, began to come into use among the crowd in 1789. It was not designed with a view of combining the white of the Bourbons with the red of Paris or the blue of St. Martin and the red of St. Denis or anything else; it was simply the flag of the most flourishing and best known existing republic, that

THE SHIP OF PARIS.

of the Netherlands, turned half way round, at first from right to left, when it was red, white and blue, and afterwards, as we shall see, from left to right, when it was blue, white and red; and a world of meaning has been read into it and much romance in prose and verse put forth which is all imaginary.

To begin with, it was unofficial, and the change was gradual. In 1790 a decree was issued giving to all flags the cravat or knot of tricoloured ribbons at the top of the staff; and on October 24th of that year it was further decreed that the colour of the national flag next the staff was to be red, the middle stripe white, and the outer blue. The following year the regimental colours were slightly altered, the old ones being charged with a tricoloured quarter—red, white and blue—and given a narrow blue and red border. In 1792 the old flags were replaced by new ones in the three colours, but the position and proportions of the divisions were not stated, and the result was a remarkably varied collection of bars and squares and interlacements.

Then the red, white and blue was tried in use afloat and ashore and reported on as being indistinct in the fly; and to remedy this, and the confusion, it was ordered on February 15th, 1794, that "the flag prescribed by the National Assembly be abolished: the national flag shall be formed of the three national colours in equal bands placed vertically, the hoist being blue, the middle white, and the fly red." So it remained for many years; but, though the stripes were equal, they never looked equal at a distance owing to their different degrees of visibility, the red being apparently smaller than the white and the white than the blue, and this matter being gone into with many scientific experiments, the proportions of the colours were ordered to be, as they are now, "in every 100 parts, blue to be 30, white 33, red 37."

The military flags of the republic bore on one side the names of the battles in which the regiment had distinguished itself, and on the other "R. F.—Discipline, Obéissance à la Loi," and some, in imitation of those of the monarchy, had special mottoes. The poles were surmounted by a pike; those of the empire had an eagle, hence the term eagle as often applied to these colours. Napoleon had serious thoughts of substituting green—which was his favourite colour—for the tricolour, but better counsels prevailed, and he turned his attention to the imperial standard, in which he replaced the Bourbon lilies by golden bees as already mentioned.

After Jena, and until 1814, the colours of the regiments then serving in Russia and Germany bore golden laurel wreaths which were voted to them by the city of Paris; and these they bore until the Restoration, when the white flag came back to replace the tricolour until the return from Elba; and then followed Waterloo and the return of the Bourbons once again, this time under a white flag with three lilies on blue in the centre. For sixteen years the tricolour was in abeyance, and seventeen years after its return it was again in danger.

On the outbreak of the second republic in 1848, the people immediately on its proclamation demanded the adoption of the ill-omened red flag. Lamartine, the leading member of the provisional government, spoke against this in an impassioned address which he closed with, "Citizens, I will reject even to death this banner of blood, and you should repudiate it still more than myself, for this red flag you offer us has only made the circuit of the Champ de Mars bathed in the blood of the people while the tricolour has made the circuit of the world, with the name, the glory, and the liberty of your country." Louis Blanc and other members of the government were in favour of it notwithstanding, and at last a compromise

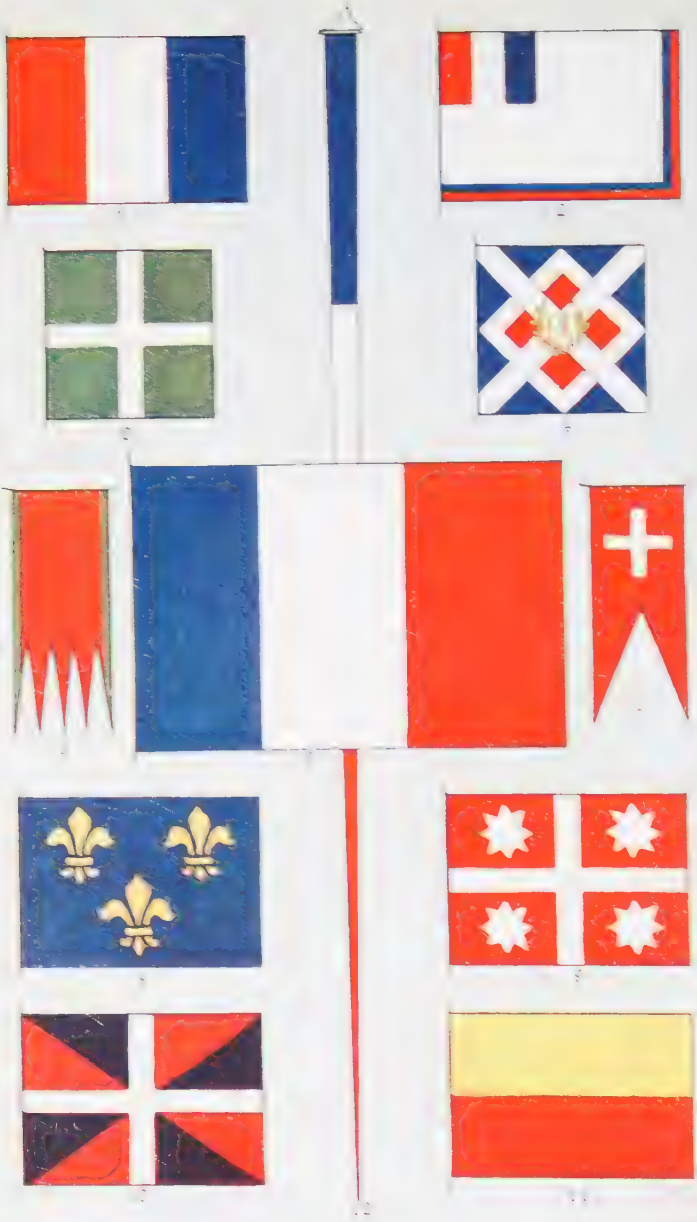


PLATE XXIX.

European Flags—1.

1. The First French Tricolour.
2. Military Flag of 1790.
3. Flag of the Regiment of Champagne.
4. Flag of the 12th Demi-Brigade.
5. The First Oriflamme.
6. National Flag of France.
7. Oriflamme of the Hundred Years War.
8. Standard of Charles VI.
9. Flag of Louis XII showing "The Cross of France."
10. Flag of the Soissons Regiment.
11. Flag flown by submarines.
12. Warship Pennant.

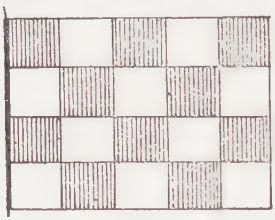
was effected and the tricolour was given a large red rosette, which soon disappeared.

The tricolour is both ensign and merchant flag, and the president's flag is the same with the addition of his initials in gold in Roman style, one third the breadth of the flag, worked into the white stripe. Among the flags of the naval officers the chief are that of an admiral which has crossed batons in the upper part of the blue; that of a vice-admiral with three white stars, one over two, in the blue; and that of a rear-admiral which has two stars, one over the other. The commodore's burgee is the inevitable swallow-tail, and the senior officer's flag is a pointed burgee with two stars in the blue if a captain and one star if a commander, but when they are not in independent command the stars are blue on the white. The flotilla flag is a large white star on blue and red vertical.

Colonial governors have a blue flag with blue, white, red as a large union, so that it looks like a blue flag with a white and red stripe let into the middle of the top half. French flags are not all blue, white and red; that of the harbour police is a white and blue burgee, that of the senior officer of merchant ships is a blue and white burgee, and that of the submarines is yellow over red. The pennant is, of course, blue, white and red, its proportions being 400 of length to three of breadth, while that of the burgees above mentioned is two to one.

The merchant flag of Spain is really that of Aragon turned half-way round with two of the red stripes omitted; and red and yellow are the Spanish colours now as they were when that "Citizen and Merchant Tayler" from whom we have already quoted so freely, and whose orthography is distinctive, saw King Philip riding through London attired in them, and "dyvers Spaneards and men with thrumpets in the same colors, and drumes made of ketylles, and baners in the same colors."

Aragon had, as shown in the standard, four red stripes on yellow, vertical. Reduce the red stripes to two and make them horizontal, with yellow over red forming the upper third of the flag, yellow the middle third, and red over yellow the bottom third, and you have the commercial flag. Take away the yellow top and bottom and leave only red, yellow and red, in the proportions of a quarter red, a half yellow, and a quarter red, and put a badge in the yellow near the hoist, and you have the ensign. The badge is a crowned oval bearing the arms of Castile and Leon, the golden castle on red and the red lion rampant on white, the same arms as are seen quarterly on the monument in Westminster Abbey of Eleanor, daughter of Ferdinand II, King of Leon and Castile, who was the wife of our Edward I. These Spanish flags were introduced on May 24th, 1785, as was also the jack, which is the old chequered banner of Burgundy.



THE SPANISH JACK.

Spain has grown into one monarchy by the aggregation of minor states. In the year 714 came the defeat of Roderick, the last Gothic king, who saw the vision between the two grim sentinels of molten bronze as recorded by Sir Walter Scott—

"By heaven, the Moors prevail! the Christians yield!—
Their coward leader gives for flight the sign!
The sceptred craven mounts to quit the field—
Is not yon steed Orelia?—Yes, 'tis mine!"

—and the tide of Moorish conquest flowed under the green and red flags till it reached Compostella in 997. Then Almansor lost all his own conquests at Catalañazor in 1002, and the reconquest began; and among the many independent princes rose those of Castile—the land of the

frontier castles—whose crown was united with that of Leon for the first time under Ferdinand the Great in 1037, to be united with it again under St. Ferdinand in 1230. In 1469 Ferdinand II of Aragon married Isabella of Castile, the Ysabil of Columbus, and thus united nearly the whole of the Christian part of Spain into one monarchy which in 1492 absorbed Moorish Spain by the conquest of Granada.

Legend hath it that in the year 873 the Carlovingian King Charles the Bold honoured Geoffrey, Count of Barcelona, after a battle in which they were allied, by dipping his four fingers in the blood from the Count's wounds and drawing them down the Count's golden shield; and that these ruddy bars were then and there incorporated into the blazon. Barcelona was shortly afterwards merged into the kingdom of Aragon which adopted these arms; and its four upright stripes of red, the marks of the royal fingers, are still prominent in the Spanish standard.

The royal standards, past and present, form an epitome of Spanish history, but many of the bearings are as inappropriate to the existing conditions as was the retention in the arms of Great Britain of the French lilies centuries after the claim to them had been lost. In the standard of Alfonso XII we had Castile and Leon quarterly, then Aragon, then Sicily, that is the Aragon stripes covered at the sides by the white triangles bearing the black eagle. Below Castile and Leon was the narrow red, white and red stripe for Austria, which balanced the narrow red and white chequers and the mere suggestion of the French lilies doing duty for Burgundy. Below Austria came Burgundy again with its oblique stripes of yellow and blue and the red border which on its curved lower edge divided it from the black lion on yellow for Flanders. Alongside of this came the red eagle of Antwerp, cut off by another

curve from the golden lion on black of Brabant. The two escutcheons were those of Portugal and France. In the standard of Alfonso XIII there is but one escutcheon, the arms of Castile and Leon quarterly bearing an inescutcheon of the three French lilies, but such hopeles claims as those to Burgundy and the Netherlands figure as before, and the two narrow strips have been promoted to the top row, which displays Aragon, Sicily, Austria, and Burgundy, so that there are again two different Burgundies, French and ancient.

Spanish admirals are distinguished by crossed anchors, an upright anchor and an anchor and star, all blue and placed on the yellow of the ensign, as are a blue cross for a cardinal, a blue T for a knight of the golden fleece, and a blue crown for an ambassador, blue stars being used as military rank-marks.

Portugal as a republic retains as its "emblem" the arms of the monarchy, the simple and effective device of the seven castles and five shields. The shields commemorate the great victory of Alfonso Henriquez in 1139 over the five Moorish princes at the battle of Ourique, while the five white circles placed on each symbolize the five wounds of the Saviour in whose strength he defeated the infidels' and became the first king of Portugal. The scarlet border with its castles was added by Alfonso III after his marriage in 1252 with the daughter of Alfonso the Wise, King of Castile. These arms have been unaltered for centuries. In the contemporary poem previously quoted on the siege of Rouen in 1418 we read of

> "The Kyngis heraudis and pursiuantis,
> In cotis of armys arryauntis.
> The Englishe a beste, the Frensshe a floure
> Of Portyugale bothe castelle and toure,
> And other cotis of diversitie
> As lordis beren in ther degre."

PLATE XXX.

European Flags—2.

1. Spain, Warship.
2. Spain, Merchant.
3. Spain, Mail.
4. Portugal, Jack.
5. Portugal, Ensign.
6. Old Portuguese Ensign.
7. Italy, Admiral's Flag.
8 Italy, Jack.
9. Italy, National Flag.
10. Switzerland.
11. Geneva Cross.
12. Monaco.

Pl. XXX.

HIL 220.

European Flags—2.

The pale blue and white of the flags under the monarchy were taken from these arms in 1830, the old Portuguese ensign being made up of two green and four white horizontal stripes, and the republican ensign is green and red vertical with the shield framed in an armillary sphere, such as used to appear on the Braganza arms of Brazil; and in this ensign the Portuguese have taken a hint from the French and made the red larger than the green. The president's flag is green with the emblem as on the ensign, and the naval and departmental flags are white with the badge with a green stripe or a green St. George's Cross, St. George being the old patron saint as he was also of Aragon. The admiral has the crossed batons in the upper canton, the vice-admiral one ball there, the rear-admiral a ball in each of the inner cantons, but when he is not commanding in chief he has one ball in the upper canton and the other in the lower canton of the fly. The jack is a handsome square flag of red with a broad green border having the emblem, as it is officially called, in the centre.

The Swiss, being in want of a flag, chose the simple white cross of the Crusaders, and Gautier tells us why. "The first time it is mentioned is in the chronicle of Justinger the Béarnois. He says, after giving an enumeration of the Swiss forces leaving Berne to march against the coalition of nobles in 1339—'And all were distinguished by the sign of the Holy Cross, a white cross on a red shield, for the reason that the freeing of the nation was for them a cause as sacred as the deliverance of the Holy Places!'" Truly an excellent flag and an excellent reason for it.

This is the national flag, each canton having its own cantonal colour. Basel has black over white; St. Gall green over white; Aargau black over blue; Glarus red, black, white, horizontal; Uri yellow over black; Berne black over red; Lucerne blue over white; Ticino red over

blue; Geneva red over yellow; and so forth, for each of the twenty-five cantons.

It was at Geneva, in 1863, that the International Conference was held to consider how far the horrors of war could be mitigated by aid to the sick and wounded. This Conference proposed that in time of war the neutrality should be fully admitted of field and stationary hospitals, and also recognized in the most complete manner by the belligerent powers in the case of all officials employed in sanitary work, volunteer nurses, the inhabitants of the country who shall assist the wounded, and the wounded themselves; and that an identical distinctive sign should be used for the medical corps of all armies, and an identical flag for all hospitals and ambulances, and for all houses containing wounded men. The distinctive mark of all such refuges was agreed to be a white flag with a red cross on it—the flag of Switzerland reversed in colouring—and all medical stores, carriages and the like bear the same device upon them; while the doctors, nurses and assistants have a white armlet with the red cross upon it, the sacred badge that proclaims their mission of mercy. That was the origin of the Red Cross flag, instituted in Switzerland, like the flag of Switzerland, "for a cause as sacred as the deliverance of the Holy Places." No flag flies over a nobler work for mankind; none has been more disregarded and abused by unscrupulous combatants.

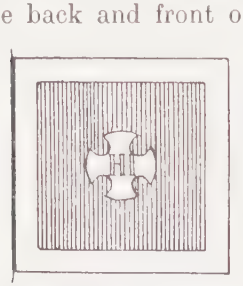
A white cross on a red field is also the badge of Italy, but its bars extend to the edges of the shield, whereas the Swiss cross has equal arms which terminate within the field. The Savoy cross is the centre of the Italian standard, borne on the black eagle's breast; it is the centre of the national flag, and it was the nucleus of modern Italy. On the fall of the kingdom of the Two Sicilies under Garibaldi's invasion in 1861 the first national parliament of Italy met at Turin and proclaimed Victor Emmanuel,

then only King of Sardinia, King of Italy ; and the white flag of Naples with its shield among the fireworks disappeared. Then Tuscany's red, white, red, horizontal, was hauled down, and Parma, Modena, Lombardy, Venice were acquired, the States of the Church lowering their white and yellow at Civita Vecchia and elsewhere and being reduced to the area of the Vatican in 1870.

Italy had been a kingdom before under Napoleon with Eugène Beauharnais as his viceroy, and Napoleon designed the flag for it, a tricolour of green, white and red, vertical, his idea being that while giving the new kingdom a flag of its own, it should indicate by its close resemblance to that of France the source to which it owed its existence. In 1848 this flag, which had been withdrawn on the downfall of the emperor, was hoisted again by the nationalists of the peninsula, being accepted by the King of Sardinia as the ensign of his own dominion, and charged by him with the arms of Savoy. Thus Italy regained the old tricolour for its merchant flag, which would be as Napoleon left it, were it not for the difficulty about that of Mexico, to distinguish it from which it bears the Savoy shield without a crown. The ensign has the crown. The jack is square, being a white cross on red with a broad blue border taking the place of the border of the shield. The ranks of naval officers are shown by yellow stars on blue, the three being placed diagonally as are the three blue stars on white that indicate an ambassador. The secretary of the navy sports a crowned anchor on blue, and the minister of the navy puts a yellow frame round the device. There is no mistake about the Italian postal pennant which carries a big P in the hoist.

The flag of Monaco is red over white like that of Bohemia, Tyrol having white over red, Dalmatia blue over yellow, and Galicia blue over red. Hungary's ensign is red, white, green, horizontal, and hence the half red

half green, of the lower bar of the Austro-Hungarian ensign. Austria's warship flag, which originated in 1786, has three equal horizontal bars of red, white and red, with a crowned shield similarly divided. The shield was the heraldic device of the ancient Dukes of Austria, and is known to have been in existence in 1191 as borne by Duke Leopold Heldenthum, who put Coeur de Lion in prison. The yellow standard, deep in tint, bears a black double-headed eagle, the badge of the emperors of the west, with a border of triangles like a mosaic, the triangles turning alternately inwards and outwards, the outer line being alternately white and yellow and the inner line red and black, the corner pieces being black. Flags of honour are special to Austria. There are two of them, a red and a white, both bearing the eagle and both with the same peculiarity of having the motto "Viribus unitis" on one side and that of "Merito navalis," if a white flag, or "Fortitudini navali," if a red one, on the other. These are the only instances of different mottoes appearing on the back and front of flags in Europe.



Flag of Montenegro

The Serbian flag is that of Russia reversed, being blue, red, white, horizontal; Montenegro has a similar flag distinguished by crowned initials in the blue, though its military flag is red with a white border on which is a white cross with incurved bars and rounded ends. The Greeks adopted pale blue and white as a compliment to the Bavarian prince who, in 1833, was their first king, but when the Bavarian influence departed the colour became dark blue. The standard is a white rectangular cross on dark blue with the royal arms in the centre, the shield of which has the Danish giants as supporters, and bears on

its dark blue field a prominent white rectangular cross, so that it looks like a miniature copy of the flag. The ensign has nine horizontal stripes, of which five are dark blue and the others white, and in the canton is a reproduction of the standard with a crown taking the place of the arms, the merchant flag being without the crown.

Crete for a time was under a High Commissioner whose flag was too good to be left unmentioned, a white cross on a blue field with a white star on a red field in the upper canton, somewhat of the same character as that of Samos with its white cross well displayed on red above and blue below, or, in other words, red over blue divided into four by the broad St. George. Bulgaria has a horizontal tricolour, white, green and red, with a golden lion on a red field in the upper canton as its naval flag. Rumania has a vertical tricolour of blue, yellow and red. Another good flag is that of Poland with a white eagle on a red field as the upper canton of a blue St. Andrew on a white field indicating the Russian influence.

On the Russian standard the introduction of the black two-headed eagle dates back to the year 1472, when Ivan the Great married Sophia, a niece of Constantine Palaeologus, and thence assumed the arms of the Greek empire. On the breast of the eagle is an escutcheon bearing on its red field in silver the figure of St. George slaying the dragon, the whole being surrounded by the collar of St. Andrew. On the displayed wings of the eagle are other shields with the arms of Kieff, a silver angel on an azure field; of Novgorod, two black bears on a golden shield; of Voldemirz, a golden lion rampant on a red shield; of Kasan, a black wyvern on a silver ground, and so forth; and between the eagle's legs is the blue Cross of St. Andrew which, on a white field, is the Russian ensign.

The merchant flag is a horizontal tricolour of white, blue and red. Once upon a time it was the Dutch flag

reversed, then the same flag with a blue St. Andrew in the white to distinguish it. Peter the Great took the original flag with him from Amsterdam and hoisted it upside down, but the idea of a Russian being a Dutchman in distress was not pleasing to the national pride, and so the stripes were rearranged. The jack—white St. George on red, combined with blue St. Andrew edged with white—is one of the handsomest afloat, but Russia has many handsome flags, in fact no country has more. The admiral's flag is the ensign; that of a vice-admiral has the blue bar at the base from which the Japanese took the idea of marking the rank of their admirals on their flags. The most remarkable of the official flags is that of the admiralty which has four anchors placed diagonally with their flukes intercrossed so as to leave the white of the field peeping through the centre.

Another handsome flag was that of Sweden and Norway when under one crown, but the red and yellow union went with the separation in 1905. Sweden has flown the yellow cross on the pale blue field since Gustavus Vasa became its king in 1523, and its ensign like that of the other two Scandinavian powers is swallow-tailed. It has also the horizontal bar of the cross prolonged into a point so as to give the flag three tails. In the national flag the bar is unpointed and the space between the tails is filled up with the blue field, thus bringing the upright of the cross on the boundary of the inner third. The standard is the ensign with a white square in the centre on which is the royal coat of arms.

Norway has the simplest of standards, a red flag on which stands a crowned lion holding a battle-axe in his fore paws. The ensign is red and three-tailed, a blue cross edged with white extending in a point between the swallow-tails; in the national flag the space between the tails is filled up in the Swedish manner and the up-

right of the rectangular cross is therefore not in the middle as it is in the square jack.

The Danish ensign is also swallow-tailed, and the white cross is not tapered out into a point but ends squarely, the inner edges of the red tails leading off from the upper and lower edges of the bar. This is the Dannebrog, one of the oldest national flags in continuous use. In the year 1219, King Waldemar of Denmark in a critical moment of his stormy career, saw, or thought he saw, a white cross in the red sky. He was then leading his troops to battle against the pagan Livonians, and gladly welcomed such an assurance of celestial aid in answer to his prayers, and as soon as could be, adopted it as his country's flag under the well-known name which signifies the strength of Denmark. The Danish merchant flag is rectangular, with the bar of the cross longer towards the fly than towards the hoist for the same reason as those of Sweden and Norway.

Royal Standard of Norway.

Holland came into existence as an independent state in 1579, when the Dutch adopted as their flag the colours of William, Prince of Orange, their famous leader—orange, white and blue. At first there was great latitude of treatment, the number of bars of each colour and their order being variable, but in 1599 it was officially fixed that the flag of the Netherlands was to be orange, white and blue in three horizontal stripes of equal width. How the orange came to be changed to red is not yet known, but it was probably owing to the indefiniteness of the orange and its liability to fade in the salt sea air; whatever it may have been, the Dutch flag in 1653 was the tricolour we know of—red, white and blue. During the

French Revolution, when Holland became the Batavian Republic under the French, the naval flag had in the upper canton a figure of Liberty on a white field, but the innovation was not popular, as the sailors preferred the old plain tricolour under which the victories of De Ruyter and Van Tromp had been gained, and in 1806, when Louis Bonaparte became King, the figure disappeared.

The standard bears the royal arms in which the shield is occupied by the lion of Nassau that appeared on the British Royal Standard under William III. The admiral's flag has crossed batons on the red ; that of the lieutenant-admiral, a rank peculiar to the Dutch and Belgian navies, bears four white stars ; that of a vice-admiral three ; that of a rear-admiral one. The commodore's pennant is curious : a tapering red, white and blue truncated at the point with a deep narrow slit in the white as if it had been accidentally torn.

Belgium flies the vertical tricolour, black, yellow, red, the old colours of Brabant. With the royal arms, of which the shield is the golden lion on black of Brabant, this is the standard ; without the arms, it is used by both warships and merchant vessels. The rank-marks of the admirals are white balls, one over the other in the upper part of the black, a full admiral having four and a rear-admiral one.

Before there were national flags, vessels were distinguished by the flags of their ports, in England as elsewhere, as mentioned in our first chapter, and in the north of Europe these flags were gradually replaced by the red over white of the Hanseatic League in which so many of them became united. The Hansa, which was pre-eminently German, and according to Werdenhagen derived its name from An-der-See, that is on the sea, consisted at first of maritime towns only. Lübeck stood at the head, while Bremen and Hamburg ranked next, and during the

PLATE XXXII

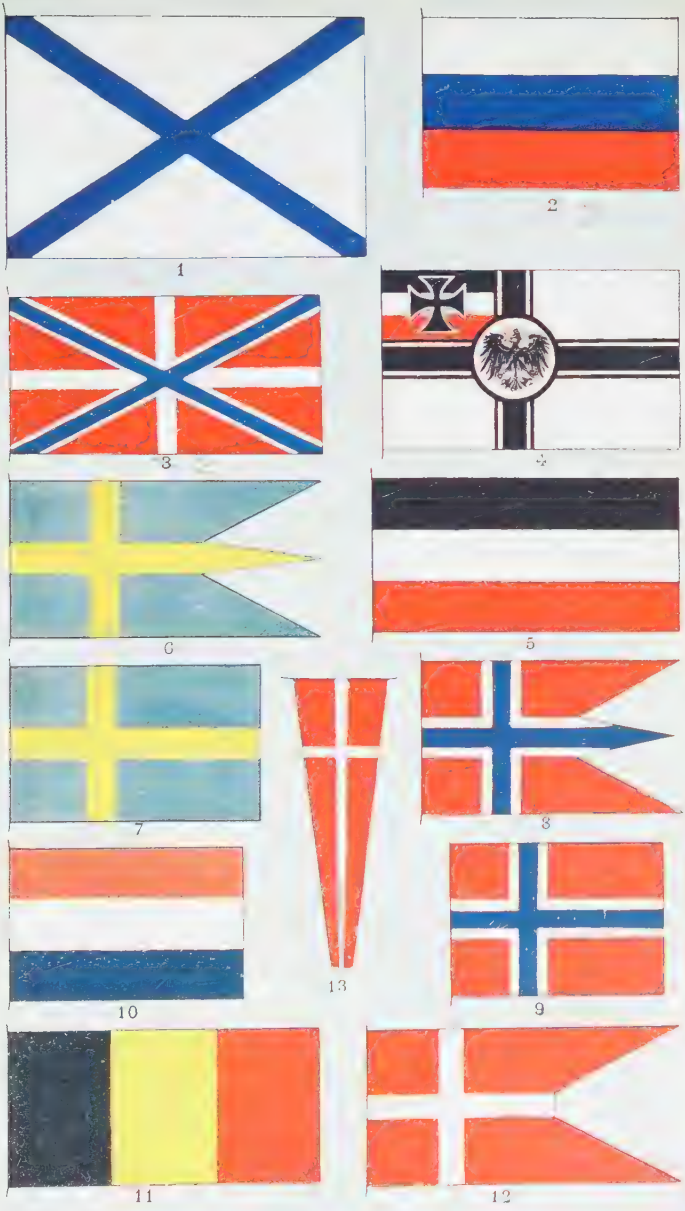
European Flags—4.

1. Russia, Ensign.
2. Russia, Jack.
3. Russia, Merchant.
4. Germany, Ensign.
5. Germany, Merchant.
6. Sweden, Ensign.
7. Sweden, Merchant.
8. Norway, Ensign.
9. Norway, Merchant.
10. Holland.
11. Belgium.
12. Denmark.
13. Denmark, Commodore.

Errata on Plate XXXII.

Fig. 2 should be numbered 3

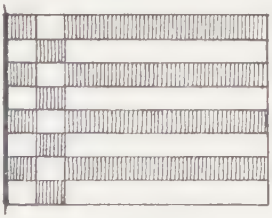
" 3 " " 2



European Flags—4.

fourteenth and fifteenth centuries the League was the chief maritime power. In 1418 the Hansa not only included Dantzic, Riga, Cologne, Munster, Deventer, Magdeburg, Brunswick and Hildesheim, but had enrolled as confederate cities Rouen, Bordeaux, St. Malo, Cadiz, Barcelona, Leghorn and Messina. In its four quarters as they were called, Wendish, Saxon, Westphalian and Prussian, its sixty-six cities practically embraced for commercial purposes the whole of North Germany and much more; but the Hansa decayed as the nations grew, and received its severest blows when England secured the Russian trade and when the League was turned out of London from its monastic home at the Steelyard by Queen Elizabeth in 1589, leaving Dowgate Dock near Cannon Street Station as the only trace of its existence here.

Some of the towns flew their old flags until the establishment of the empire; Hamburg had its white castle on red, Lübeck its white over red which became our pilot flag, Bremen the four red and four white stripes with white over red squares near the hoist, the first white being on the top red stripe, and so on. As the towns had their flags, so had the German states. Pomerania, for example, had its blue over white; Saxony its white over green; Waldeck its black, red and yellow; Würtemberg its black over red; Mecklenburg its red, yellow and blue; Brunswick its blue over yellow; Hesse its red over white; Baden its red over yellow; Bavaria its white over pale blue; Hanover its yellow over white; West Prussia its black, white and black; and East Prussia its black over white.



Flag of Bremen.

In October, 1867, the North German Confederation

originated the first German national flag, three stripes, black, white and red, horizontal, in which the red represents the old Hansa. In January, 1871, the German Empire was founded and the imperial flags were introduced, the merchant flag remaining as it was and forming the upper canton of the black-cross white ensign, the cross in the canton, as on the jack, being the iron cross, as we now know it, of the old Teutonic Knights, the "Teutsch Ritterdom," as Carlyle says, "which flamed like a bright blessed beacon through the night of things in those northern countries" when "the Prussians were a fierce fighting people, fanatically Anti-Christian." The same cross, with its bars a little less incurved, is the principal feature of the standard, which, like the presidential flags of several of the American republics, bears on it the date of its origin; and the same cross which, on a white field, was assigned to the admirals whose grades were marked in the British way, but with black balls instead of red.

Our journey is at an end. We have been round the world and noted almost everywhere the emblems of nationality. Unfamiliar as many of these may be, they are the symbols endeared to thousands of hearts and replete with human interest. For their strips and breadths of silk and bunting men have given their lives and poured out blood and treasure without stint; and wherever they are met with the wanderers forget for a while the alien shore or waste of ocean as their thoughts turn to the land they left behind them.

Haul down the flag—the evening shadows fall—
And reverently we'll hoist it in the morn.
The flag of flags we honour most of all
Is that beneath which we were born.

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